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American Railroad Journal.

New York Saturday, December 30, 1871.

Krupp's Works at Essen.

The following is an abstract of a paper read before the American Institute of Mining Engineers, by Professor Thos. Egleston:

The celebrated steel works of F. Krupp, at Essen, in Germany, cover about one square mile, one-fourth of which space is under cover. Mr. Krupp employs 10,000 workmen, 8,000 in the steel works and the rest in mines and blast furnaces. Nothing but steel is made at Essen. The cementation process is used to make steel for fine tools, but for all other purposes the Bessemer and puddling processes are employed. Ten or twelve ton ingots of cast-steel, usually considered very large are trifles here. Krupp has cast 40 tons in one ingot. The great abundance and ingenious arrangement of steam-cranes overcome the difficulty of handling such large masses.

The puddled steel is melted in the crucibles with iron made from peculiar ores, to obtain an adequate supply of which mines and furnaces have been bought in all parts of Germany. The crucibles are made by machinery, and never used more than once. In the tempering house, 100,000 of these are always on hand, in sizes to contain 20, 30, or 40 kilogrammes. Each furnace will receive 4, 8, or 12 crucibles; and the casting house may contain at one time 1,200 crucibles in furnaces. The moulds are all circular, for 60 lb. to 40 ton castings, and all served with steam cranes.

The operation of making a heavy cast is carried on with military precision, generally by signals. The place for the mould is selected and the canals are placed. At the first signal the furnaces are uncovered and the coal is taken out. At another signal, two men at each furnace seize a crucible with tongs, hook it to a bar, by which it is lifted out and set down in front of the furnace; another pair of workmen seize it and carry it horizontally to the troughs. The workmen arrive in such rapid and precise succession that as they pour the molten steel into the troughs it constitutes a continuous stream. The troughs end in a basin of reception. This work requires much nerve and a high degree of discipline in the execution of the manoeuvres. Out of 100 picked men promoted to it, 40 give it up as too much for them. Castings are always made in the morning. The ingots are not allowed to cool, but stored in stalls and covered with fine coal. There was at the time of my visit, \$800,000 worth of steel in ingots, more or less worked, thus stored.

The works contain over 50 steam hammers, from 120 lbs. weight up to 50 tons; there are several of 25 and 15 tons. The great 50-ton hammer is the largest in the world; it cost \$580,000. The foundations are 100 feet deep in three parts, of masonry, large oak trunks and iron cylinders, bolted together. The anvil and frame rest on these, the rest of the hammer having separate foundations to save the jar. The anvil is occasionally changed or broken. The frame is of cast iron, 8 inches thick, 6 feet in diameter, 5 meters high and 7 meters wide, forming an arch above and below. An opening 1 meter in diameter leads to a staircase by which the foundations may be visited and inspected. The engine is supported by columns on the separate, surrounding foundation. The hammer head is 3.7 meters long, 1.59 meters wide and 1.25 meters thick—making 7.5 cubic meters, and weighing a little over 50 tons. The stroke is 3 meters. The lower part is cast-steel, the upper part cast-iron, poured upon the molten steel. The diameter of the steam cylinder is 1.80 meters. Everything is kept in duplicate or triplicate, to prevent detention from breakages. The head once cracked in the upper part; and the anvil frequently breaks. Four cranes, each capable of bearing 200 tons, at the four corners of the hammer, serve it with red hot masses. Krupp intends to build a hammer of 100 tons.

Before each of these cranes is a reheating furnace. These are made with hearths on wheels, so that the heavy ingots can be trundled out, the side being partly torn away for the purpose. A 40 ton ingot, for instance, is moved by chains and long rods, it being impossible to approach it nearer than six feet. All the buildings about the hammer are made extra strong. Whatever else is going on, the hammer is heard over all.

In making tyres, a six-ton ingot is cut lengthwise, then across, flattened, punched in the center, hammered round on the nose of the anvil, and turned in an ordinary tyre-mill or Ramsbottom machine. They weigh 140 to 400 lbs., and are guaranteed to run 120,000 kilometers, or about 64,000 miles. One of these tyres ran 46,000 miles before being turned off the first time. Pump-rods have been turned here 65 feet long, in one piece.

There are several cupolas in the works capable of melting 50 tons at once. A cast-iron block weighing 250 tons was made from four cupolas in eight hours.

Krupp's Bessemer department is not shown to any body. The number of converters is variously stated. It may be eight or twelve. They are in a straight line, and served with steam cranes.

Of the remarkable excellence of Krupp's cast-steel nothing need be said.

Wilmington, Columbia and Augusta R. R.

The completion of this road to Columbia, S. C., now offers a new and more direct route, seventeen miles shorter, via Weldon, Wilmington and Columbia, to Augusta, Atlanta, Macon, Montgomery, Mobile, New Orleans and all the principal cities in the South Atlantic and Gulf States. The new road has been constructed in the most superior manner, diverges from the old route at Sumter, S. C., and extends to Columbia, a distance of 42 miles, making the entire distance from Weldon, N. C., to Augusta, Ga., 435 miles. The Wilmington and Weldon and Wilmington, Columbia and Augusta Railroads, one of the connecting links of the great through passenger route between the North and South, has been recently reorganized, and is now under one management—Hon. R. R. Bridgers, of Wilmington, N. C., president, and B. F. Newcomer, Esq., of Baltimore, vice president. To meet the requirements of the Postoffice Department for the conveyance of the great through mails, a new double daily fast schedule will at once be put in operation, and the time between Baltimore and New Orleans greatly reduced. New passenger and drawing room coaches have been ordered, and altogether a complete reorganization of all the details of transportation has been made throughout the entire line, thus insuring to the traveling public a route unsurpassed in all its essentials of speed, safety and certain connections.

The track on the Chicago and North-Western Railroad Extension is laid four miles beyond Peshtigo. The Construction Company are running a daily mixed train between Oconto and Peshtigo, to accommodate travel and freight. Over

thirty miles of track have thus far been laid on the Green Bay and Lake Pepin Railway. The citizens of Green Bay propose having a railroad celebration when the Lake Pepin Railroad is completed to New London, and the Northwestern extension to Menominee—which will be about the same time.

Pacific Railroad of Missouri.

The earnings of this road for the years ending February 28, 1870 and 1871, were as follows:

| | 1870. | 1871. |
|---------------------|----------------|----------------|
| From passengers.... | \$1,844,661 58 | \$1,855,001 77 |
| " freight | 1,699,016 83 | 2,021,073 47 |
| " express | 62,640 85 | 62,600 00 |
| " mail | 52,037 52 | 57,460 00 |
| " miscellaneous.. | ..... | 4,105 60 |
| | \$3,158,356 78 | \$3,500,230 84 |

The operating expenses and repairs in 1870-71, (including \$75,643 21 Eureka accident) were:

| | |
|--|----------------|
| Running expenses.... | \$1,150,404 50 |
| Maintenance of road and buildings..... | 933,479 21 |
| Maintenance of rolling stock and machinery | 438,025 76 |
| General expenses..... | 32,931 98 |
| | 2,554,841 45 |

Net earnings..... \$945,389 39

The Eureka accident, while it is properly chargeable as a loss to the contingencies of operating the road, yet is exceptional in its nature. If this be deducted from the running expenses the account would stand: total gross earnings, \$3,500,230 84; total expenses and repairs, \$2,479,198 60—net earnings, \$1,021,032 60. The total earnings for the previous year were \$3,158,356 78; the operating expenses and repairs were \$2,371,447 94—net earnings, \$776,908 84; an increase in gross earnings of \$341,874 06, and in net earnings of \$244,123 76. During the past year the operating expenses and repairs were 70.83 per cent. of gross earnings, and during the previous year 75.08 per cent. The amounts chargeable to the operation of the road during the past year have been due in a large measure to the expenditure in the renewal of the track and the maintenance of the roadway—expenditures which will tend to the material reduction of the cost of operating the road in several respects during some years to come. The President in his report says:

During the preceding year much had been done to improve the efficiency of the road and to provide a suitable equipment, but the change of gauge had absorbed the chief attention, and this combined with other causes, had strained the credit of the Company to the utmost, and much still remained to be done. A very large amount of new iron was imperatively required in the track, not less on the score of economy than of safety in the management of its trains, whilst new and extended side-tracks at more convenient distances were also required. Forty-one locomotives of the old gauge remained to be rebuilt and adapted to the requirements of the new gauge. The rolling stock, the full and complete repair of which had been postponed to the more pressing demands of the change of gauge, needed thorough overhauling. Many of the bridges required immediate renewal. Additional cars were demanded both in the freight and passenger departments, and the road bed itself was in need of extensive repairs of a permanent character.

Amongst the many disadvantages with which the operation of the road had been conducted, the large floating debt of the Company has been the chief. At the commencement of the year its unfunded liabilities amounted to over \$1,350,000, ex-

isting in the form of a large number of notes and outstanding accounts, ranging from several hundred to many thousands—many of them contracted in the purchase of supplies, with the understanding, or at least expectation, of entire or partial renewal. The necessity of purchasing all supplies on credit compelled the payment of outside prices, whilst the daily irregular maturity of notes required extraordinary provisions for their payment of arrangement.

In the face of these requirements, the problem was presented of pursuing the temporizing system—which, whilst it might speciously exhibit a great saving of expenditure for any single year, must in the end prove poor economy—or a policy which looked to the permanent character of the work done, and its absolute value to the road, having reference to the future, not less than the immediate present.

Your Board did not hesitate to adopt the latter course, and in what has been done they have kept constantly in view the principle, which is especially true in the administration of public works, that that which is permanently done in the first instance is the best economy. Such a policy will only find its full realization when rails of steel, bridges of stone or iron and fire-proof depots take the place of the perishable materials which the necessities rather than the choice of our Western railways have imposed upon them.

Doubts existing as to the right of the Company to fund its debt by second mortgage under existing laws (since removed by legislation), your Board took immediate steps to consolidate the floating debt into larger obligations maturing at convenient periods, and to provide the means of making all purchases for cash, thereby enabling purchases to be made at the lowest cash rates—a policy which enabled your Board to carry the entire debt of the Company at an average rate of less than eight per cent.; and notwithstanding the increase of the debt occasioned by extended improvements, the total interest liability of the Company for the year is \$95,411 less than on the preceding year.

The following roads are operated, or under contract to be operated, by this Company:

The Missouri River Railroad; the Leavenworth Atchison and Northwestern; the Osage Valley and Southern Kansas (Boonville); the Lexington and St. Louis; the St. Louis, Lawrence and Denver.

At the last annual meeting the matter of the leases then newly made with the Missouri River (Kansas City to Leavenworth) and the Leavenworth, Atchison and Northwestern (Leavenworth to Atchison) companies, was brought to their attention and their investigation ordered by a committee of stockholders. Having reported at a subsequent meeting of the stockholders held on the 18th of April, the whole matter was referred to the Board, "with power to take such action as they might deem best for the stockholders and the public."

Under the leases referred to (not submitted to the stockholders), the Board had obligated this Company to pay to the Missouri River Railroad Company a guaranteed annual value of \$50,000 for the first five years, \$70,000 for the third five years, and \$80,000 for the fourth five years.

It is unnecessary to detail the entire negotiation with reference to these leases. Believing them to be exceedingly burdensome to this company and illegal (having never been ratified by the stockholders), your Board, whilst willing to make very reasonable concessions refused to act under them unless large concessions were made. The result of the course of the Board was such that material modifications were secured, reducing the guaranteed rental of the Missouri River Railroad to \$50,000 per annum, and the guaranteed rental of the Leavenworth, Atchison and Northwestern to \$42,500, besides securing other important modifications in the details. The leases as modified were, on recommendation of your Board, ratified by the stockholders on the 14th of June, 1870.

OSAGE VALLEY AND SOUTHERN KANSAS.

This road, better known as the Boonville Branch, has been successfully operated during the year, and its business and earnings have materially increased over those of any preceding year. During the year arrangements have been made by that company to extend their road Southwardly to Versailles in Morgan County, and thence Westwardly towards and through the Osage valley. This company has no connection with such extension.

LEXINGTON AND ST. LOUIS RAILROAD.

Extensive modifications were also secured in the leases of the Lexington and St. Louis, and the St. Louis, Lawrence and Denver Railroads, both of which are under construction, and will, when completed, be operated by this company.

Owing to financial and other difficulties, the work upon the Lexington and St. Louis Railroad has made but little progress during the year. The road-bed is almost entirely completed, and its debts nearly paid. The experience of the past having created the greatest distrust on the part of the stockholders in any contractor, an earnest application was made to this company to undertake the completion of the road.

Inasmuch as the road was to be operated by this company, and the completeness and thoroughness of the work became vitally important considerations, a conditional arrangement was made with this company to iron and finish the road upon the following terms:

The Lexington and St. Louis Railroad Company are to pay all outstanding indebtedness of the company (except one note of \$93,000, secured by their first mortgage bonds), to turn over all their ties and other property, and to furnish in cash the sum of \$48,000, that being the amount necessary to complete the grading of the road.

The Pacific Company then agreeing to receive the 900,000 first mortgage construction bonds of the company at seventy cents, to pay the \$93,000 above referred to, and to iron and complete the road, receiving for any deficiency (if any) the second mortgage bonds of the company at forty cents. Efforts are now being made to raise the amount required to pay the \$48,000 required to complete the grading and to pay the outstanding claims, in all about \$130,000, and it is believed these efforts will be successful. This road passes through the rich counties of Pettis, Saline and Lafayette, and, should arrangements be made for a convenient transfer or other connection, will furnish a route to St. Joseph and the Northwest equal to any other. It is believed that before the close of the present year the road will be in successful operation.

THE ST. LOUIS, LAWRENCE AND DENVER RAILROAD.

Owing to various causes, a modification of the terms of this lease was deemed desirable by both parties, and a new lease effected, by which the rental was reduced from \$100,000 to \$75,000 per annum. This lease was ratified by the stockholders on the 14th day of June, 1870.

The whole work of grading is under contract to be completed at an early period. The iron has been secured, and before the year closes it will doubtless be completed, giving our city a direct connection with Lawrence, and with the whole system of railways leading from that point to the South and Southwest, thus opening between St. Louis and Kansas another avenue of commerce and trade, and drawing closer the bonds of friendship with our young and vigorous sister State, whose future is so closely allied with ours. The construction of that link between Pleasant Hill and Lawrence will tend to shorten the line between St. Louis and Denver, and it is believed will eventually be of great value to the general business of the road.

The Board have not entered into any new leases during the past year, their entire action having been confined to the reformation and modification of those existing at the commencement of the year. Unless in very special and exceptional cases, the entire policy of leasing roads is wrong,

and more often a burden than a benefit to the trunk line. Where roads are necessary, it is better to build or to buy them, thus securing absolute and unrestricted control, and the permanent benefits accruing from extended improvements. When the roads now under construction are completed, it is believed that no occasion can arise in which any extension of this policy will be required. The system of roads then operated by this company will give it at least an equal share of the trade of the Northwest, and it will have decided advantages in the West and Southwest over any of its competitors.

The rapid settlement and growth of the country tributary to this road are matters of congratulation. Washington, Hermann, Jefferson, California, Sedalia, Warrensburg, Pleasant Hill and Holden are rapidly increasing in wealth and trade, whilst rich counties which they supply are being rapidly improved.

Kansas City has taken its rank first among the distributing centers of the West. Scarcely any portion of the State is more prosperous, and it is but just to say that the efforts of the company to promote their prosperity in its own have been appreciated by the community, and a feeling of unexceptionable good-will prevails along the entire line.

At the beginning of the year there were outstanding \$555,000 of the bonds issued under the law of 1864, and known as the "Dresden bonds," all of which matured within the first month of the year. To meet those there remained unissued of the first mortgage loan only \$500,000. Arrangements were temporarily made to carry the former until the latter could be disposed of. This was accomplished on favorable terms early in the year, and from their proceeds \$432,500, with \$48,500 from other sources, \$481,000 of said Dresden bonds have been paid.

There are now 74,000 of the Dresden bonds outstanding and over-due, payable on demand. These should be provided for at an early day.

With a view to placing the finances of the company in a more satisfactory position, by funding the floating debt, the officers of the company applied to the Legislature for such amendments to the general law as would enable them to accomplish that end. Our efforts in this respect were met in a liberal spirit, and the necessary amendments secured, by which, (with the consent of the stockholders) a second mortgage may be issued. It was obtained too late to be of any service during the past year, but must engage the attention of your Board at an early day. In the opinion of your Board such a mortgage should be at once issued to an amount sufficient to fund the debt, and to carry on the work of such permanent improvements as are demanded, and the provision of additional cars. The work in this direction, though carried on to the fullest ability of the company during the past year, is far from complete. Much remains to be done, and if it is to be postponed until the means can be acquired from receipts, your per centage of expenditures must continue large for a considerable period. For the first fifteen miles west of St. Louis a double track is imperatively demanded, and its extension to Franklin (thirty-seven miles) should be made at the earliest practicable moment. Over forty trains daily pass over this portion of the road. The prompt investment of the required amount now, will enable its operations to be conducted at a much reduced rate, and to save the company far more than the interest of any amount required. The highest success of the company as a commercial highway is bound up with that of the great city of the West, and in the encouragement and development of its material interests the company must labor with and often in advance of its immediate business requirements. Sharp competition with rival roads, leading from the producing regions to other business centers, will require a concession of low rates, with profits always small—perhaps at times with none. Under such circumstances the conditions of success are a credit which can command the lowest prices, a

thoroughly constructed roadway, efficient machinery, and ample carrying capacity. With these fully attained, a liberal business policy will soon place the property of the company in a condition to remunerate the stockholders, whilst discharging its full obligations to the public.

The length of the Pacific Railroad, from St. Louis to State Line, is 283½ miles. The leased lines are: Osage Valley and Southern Kansas, from Tipton to Boonville, 25 miles; Missouri River, from State Line to Leavenworth, 25½ miles; Leavenworth, Atchison and Northwestern, from Leavenworth to Atchison, 21¼ miles. Total miles operated, 355. Sidings not included in the above, 50 miles.

The company have 97 locomotives, 50 passenger, 4 postal, 19 baggage and express, 42 caboose, 479 box, 304 stock, 244 flat, 61 coal, 2 magazine, 1 paymaster, and 4 tool cars.

Miles run by engines with passenger trains, 812,511; with freight trains, 906,259; switching, 325,758; working trains, 168,587—total miles run, 2,213,115, at a cost for repairs of \$73,575 75; wages of engine men and firemen, \$128,558 40; cleaning engines, \$29,624 50; oil, tallow and waste, \$23,631 77; fuel consumed, \$309,712 75—total cost of engines, \$565,103 17. Av. cost per mile run for fuel, 14 cents engineers and firemen 5.8, cleaning 1.3, oil, waste, etc., 1.1, repairs, 3.3—total cost per mile run, 25.5 cents.

The General Financial Statement of the company up to February 28, 1871, is as follows:

| | |
|--|----------------|
| By balance from March 1, 1870, (after adjustment) | \$332,953 83 |
| Capital stock—received balance | |
| Jackson County subscription | 35,000 00 |
| Bills payable | 429,329 24 |
| Pacific Railroad bonds sold | 500,000 00 |
| Insurance—excess received over premiums paid | 622 51 |
| Uncalled for pay-rolls audited this year | 8,080 58 |
| Construction L. A. & N. W. R. R.—amount received in exc ss of expenditures | 1,106 56 |
| Earnings from transp. \$3,500,230 84 | |
| Less operating expenses 2,554,841 45 | |
| | 945,389 39 |
| | \$2,252,482 11 |
| To construction | \$249,336 15 |
| Rolling stock and machinery | 129,416 01 |
| Change of gauge | 131,793 57 |
| Missouri River Railroad—work on Wyandotte Levee | 11,004 68 |
| Poplar street extension | 33,590 93 |
| Office expenses and stationery | 37,903 47 |
| Interest account | 638,557 35 |
| Discount on bonds | 67,500 00 |
| Audited account | 3,286 95 |
| Rent of leased roads | 98,423 61 |
| Mortgage Construction bonds paid | 481,000 00 |
| Balance | 370,669 39 |
| | \$2,252,482 11 |

The balance (\$370,669 39) is composed of—

| | |
|---|--------------|
| Cash in hands of treasurer | \$1,436 71 |
| Jackson County bonds | 24,000 00 |
| Pacific Railroad stock | 1,800 00 |
| Material on hand | 144,940 55 |
| Due by Railroad and Express Companies | 19,852 06 |
| Retained by U. S. Gov. on account bridges | 109,489 53 |
| Due by U. S. Gov. on account transportation | 4,719 25 |
| Due by P. O. Department | 9,582 62 |
| Uncollected freight bills | 55,847 77 |
| | \$370,669 39 |

Total.....\$370,669 39

GENERAL BALANCES, March 1, 1871.

| | |
|---|-----------------|
| Balance of Income Account | \$1,711,420 92 |
| Capital stock | 3,635,752 22 |
| Pacific Railroad bonds | 7,000,000 00 |
| Mortgage Construction bonds (since paid) | 74,000 00 |
| Real Estate Security bonds | 500,000 00 |
| St. Louis County bonds | 700,000 00 |
| Audited accounts unpaid | 188,684 54 |
| Bills payable unpaid | 1,505,852 52 |
| Unpaid back pay-rolls | 12,976 55 |
| Earnings less operating expenses | 945,389 39 |
| | \$16,224,074 14 |
| Construction | \$12,038 714 83 |
| Rolling stock and machinery | 3,894 823 91 |
| Missouri River Railroad | 32 478 04 |
| Boonville Branch | 13,304 50 |
| Leavenworth, Atchison and Northwestern Railroad | 4,071 03 |
| Change of gauge—roadway | 51 014 97 |
| “ rolling stock | 285,110 29 |
| “ Boonville Br. | 786 70 |
| Poplar street extension | 33,590 93 |
| Balance | 370,669 39 |
| | \$16,224,074 14 |

President.—JOSEPH BROWN.

Vice President.—HUDSON E. BRIDGE.

Directors.—Hudson E. Bridge, B. M. Chambers, T. B. Edgar, O. A. Hart, R. J. Lackland, G. E. Leighton, N. C. Chapman, W. M. McPherson, Joseph Brown, D. Ranken, Jr., A. Peirce, Jr., E. O. Stanard, B. Stickney.

Secretary and Treasurer.—J. C. PORTER.

Chief Eng. & Supt.—THOS. MCKISSOCK.

Redemption of Five-twenty Bonds.

The following notice of the redemption of the Five-twenty bonds of 1862, was issued from the Treasury Department on the 20th inst:

By virtue of the authority given by an act of Congress approved July 14, 1870, entitled an act to authorize the refunding of the national debt, I hereby give notice that the principal and accrued interest of the bonds herein below designated, known as Five twenty bonds, will be paid at the Treasury of the United States, in the city of Washington, on and after the 20th day of March, 1872, and that the interest on said bonds will cease on that day, that is to say coupon bonds known as the second series, act of February 25, 1862, as follows; Coupon, second series, \$50, No. 5,461 to No. 10,775, both inclusive; \$100, No. 13,094 to No. 25,935, both inclusive; \$500, No. 7,965 to No. 16,179, both inclusive; \$1,000, No. 11,121 to No. 27,443, both inclusive; total, \$16,000,000; registered, \$50, No. 698 to 840, both inclusive; \$100, No. 5,080 to No. 5,991, both inclusive; \$500, No. 2,484 to No. 2,958, both inclusive; \$1,000, No. 11,009 to No. 13,150, both inclusive; \$5,000, No. 3,403 to No. 4,102, both inclusive; \$10,000, No. 3,900 to No. 4,774, both inclusive; total, \$4,000,000; grand total, \$20,000,000. Of the amount outstanding embraced in the numbers as above \$18,000,000 are coupon bonds and \$4,000,000 are registered bonds. Coupon bonds of the act of February 25, 1862, were issued in four distinct series. Bonds of the first series, all of which have been previously called in for redemption, do not bear the series designation upon them, while those of the second third and fourth series are distinctly marked on the face of the bonds. United States securities forwarded for redemption should be addressed "Loan Division, Secretary's Office," and all registered bonds should be "assigned to the Secretary of the Treasury for redemption." The bonds specified in the notice of December 7th will be paid upon presentation, together with all interest due.

The earnings of the European and North American Railway in November, 1871, were \$25,603 74; in November, 1870, \$21,196 75; and in November, 1869, \$18,991 06.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

| Marked thus (*) are leased roads. | Stock out-standing. | Dividend Periods. | Dividend Payable. | Marked thus (*) are leased roads. | Stock out-standing. | Dividend Periods. | Dividend Payable. | Marked thus (*) are leased roads. | Stock out-standing. | Dividend Periods. | Dividend Payable. | Marked thus (*) are leased roads. | Stock out-standing. | Dividend Periods. | Dividend Payable. |
|-----------------------------------|---------------------|-------------------|-------------------|-----------------------------------|---------------------|-------------------|-------------------|-----------------------------------|---------------------|-------------------|-------------------|-----------------------------------|---------------------|-------------------|-------------------|
| Albany and Susq. | 100 | J. & J. | Jan. '72 34 | Little Miami* | 50 | J. A. J. O. | Jan. '72 2 | Warren (N. J.) | 100 | J. & D. | Dec. '71 34 | Warren (N. J.) | 100 | J. & D. | Dec. '71 34 |
| Allegheny Valley | 50 | " | " | Little Schuylkill* | 50 | J. & J. | Jan. '72 34 | Warwick Valley | 100 | A. & O. | Oct. '71 24 | Warwick Valley | 100 | A. & O. | Oct. '71 24 |
| Atlanta and West Point. | 1,232,200 | J. & J. | July '71 4 | Long Island | 50 | M. & S. | Sept. '71 3 | West Jersey | 100 | F. & A. | Aug. '71 4 | West Jersey | 100 | F. & A. | Aug. '71 4 |
| Atlantic and Gulf | 3,891,200 | " | " | Louisv., Cin. and Lex. | 50 | J. & J. | July '69 3 | Winchester & Potomac .. | 100 | J. & J. | Jan. '72 3 | Winchester & Potomac .. | 100 | J. & J. | Jan. '72 3 |
| " pref. | 821,664 | J. & J. | July '71 34 | " " pref. | 50 | J. & J. | July '71 44 | Winchester & Strasburg .. | 100 | J. & J. | Jan. '72 34 | Winchester & Strasburg .. | 100 | J. & J. | Jan. '72 34 |
| Atlantic and St. Law* | 2,494,900 | M. & S. | Sept. '71 2 | Louisville & Nashville. | 100 | F. & A. | Aug. '71 4 | Worcester and Nashua. 75 | 1,400,555 | J. & J. | Jan. '72 36 | Worcester and Nashua. 75 | 1,400,555 | J. & J. | Jan. '72 36 |
| " new 1870-100 | 1,500,000 | " | " | Louisv., N. Alb. & Ohl. | 100 | J. & D. | Dec. '70 3 | HORSE-POWER R. R. | | | | | | | |
| Avon, Genesee & Mt. M.*100 | 194,250 | A. & O. | Oct. '71 14 | Lowell and Lawrence | 100 | A. & O. | Oct. '71 3 | Albany City | 100 | " | " | Albany City | 100 | " | " |
| Baltimore and Ohio | 13,151,962 | A. & O. | Oct. '71 4 | Lykens Valley | 20 | F. M. A. N. | Nov. '71 24 | Baltimore City | 100 | J. & J. | July '71 4 | Baltimore City | 100 | J. & J. | July '71 4 |
| Washington Br. | 1,650,000 | A. & O. | Oct. '71 8 | Macon and Western | 100 | J. & D. | Dec. '71 5 | Bleeker st. & F. Fy. (N.Y.) | 100 | " | " | Bleeker st. & F. Fy. (N.Y.) | 100 | " | " |
| Parkersburg Br. pref. | 5,680,885 | " | " | Maine Central | 100 | " | " | Boston and Chelsea | 100 | A. & O. | Oct. '71 4 | Boston and Chelsea | 100 | A. & O. | Oct. '71 4 |
| Berkshire* | 800,000 | J. A. J. O. | July '71 11 | Manchester and Law. | 100 | M. & N. | Nov. '71 5 | Broadway (Brooklyn) | 100 | J. A. J. O. | Oct. '71 8 | Broadway (Brooklyn) | 100 | J. A. J. O. | Oct. '71 8 |
| Bluesburg & Corning* | 250,000 | J. A. J. O. | Dec. '71 21 | Marietta & Cincinnati .. | 50 | " | " | Broadw. & 7th Av. (N.Y.) | 100 | J. A. J. O. | Jun. '70 2 | Broadw. & 7th Av. (N.Y.) | 100 | J. A. J. O. | Jun. '70 2 |
| Boston and Albany | 19,150,800 | M. & N. | Nov. '71 5 | " 1st pref. | 50 | M. & S. | Sept. '66 8 | Brooklyn City & Newt. | 100 | J. & J. | July '70 34 | Brooklyn City & Newt. | 100 | J. & J. | July '70 34 |
| Bos., Cin. & Fitch. pref. | 633,200 | " | " | " 2d pref. | 50 | M. & S. | Sept. '68 8 | Brooklyn and Jamaica. | 100 | " | " | Brooklyn and Jamaica. | 100 | " | " |
| Agricultural Br. guar. | 60,000 | J. & J. | July '71 3 | Massachusetts | 100 | F. & A. | Aug. '71 4 | Bushwick (Brooklyn) | 100 | J. & J. | July '71 4 | Bushwick (Brooklyn) | 100 | J. & J. | July '71 4 |
| Bost., Conn. & Mont.* pref. | 800,000 | M. & N. | Nov. '71 3 | Memphis & Charleston* 25 | 5,312,725 | J. & D. | Jan. '69 3 | Cambridge | 100 | A. & O. | Oct. '71 4 | Cambridge | 100 | A. & O. | Oct. '71 4 |
| Boston and Lowell | 2,215,000 | J. & J. | Jan. '72 4 | Michigan Central | 100 | J. & J. | Jan. '72 5 | Cen. Park, N. & E. Riv. | 1,068,400 | A. & O. | Oct. '67 24 | Cen. Park, N. & E. Riv. | 1,068,400 | A. & O. | Oct. '67 24 |
| Boston and Maine | 4,471,275 | M. & N. | Nov. '71 5 | Mill Creek & Minehill* .. | 50 | J. & J. | Jan. '72 5 | Citizens' (Phl.) | 50 | J. & J. | July '71 84 | Citizens' (Phl.) | 50 | J. & J. | July '71 84 |
| Boston and Providence | 3,700,000 | M. & N. | Nov. '71 5 | Milwaukee and St. Paul. | 100 | J. & J. | Dec. '70 7 1/2 | Citizens' (Phg.) | 50 | M. & S. | Nov. '71 7 | Citizens' (Phg.) | 50 | M. & S. | Nov. '71 7 |
| Buffalo, N. Y. and Erie* | 960,000 | J. & D. | Dec. '71 34 | " pref. | 100 | January | Jan. '71 7 | Coney Island & 1st root. '10 | 50 | " | " | Coney Island & 1st root. '10 | 50 | " | " |
| Burlington and Mo. Riv. | 1,080,000 | J. & J. | July '71 4 | M. Hill & Sonuyl. Hav.* 50 | 3,856,450 | J. & J. | Jan. '72 34 | D. Dock, E. B'dw. & Bat. | 1,200,000 | F. M. A. N. | Nov. '71 2 | D. Dock, E. B'dw. & Bat. | 1,200,000 | F. M. A. N. | Nov. '71 2 |
| " pref. | 1,080,000 | J. & J. | July '71 4 | Morris and Essex* | 50 | J. & D. | Dec. '71 34 | E | | | | E | | | |
| Camden and Ambloy* | 5,847,900 | J. A. J. O. | Jan. '72 7 | Nashua and Lowell | 100 | M. & N. | Nov. '71 5 | Elizabeth and Newark | 100 | " | " | Elizabeth and Newark | 100 | " | " |
| Camden and Atlantic | 377,100 | " | " | Naugatuck | 100 | F. & A. | Aug. '71 5 | Eight Avenue (N. Y.) | 1,000,000 | J. A. J. O. | Oct. '71 3 | Eight Avenue (N. Y.) | 1,000,000 | J. A. J. O. | Oct. '71 3 |
| " pref. | 752,700 | " | " | Nequehoning Valley* | 100 | M. & S. | Sept. '71 5 | Frank & Southw. (Ph.) 50 | 491,750 | J. & J. | Jan. '71 3 | Frank & Southw. (Ph.) 50 | 491,750 | J. & J. | Jan. '71 3 |
| Cape Cod | 915,577 | J. & D. | July '71 41 | Newark and N. York* | 100 | J. & J. | Jan. '72 34 | Germantown (Ph.) | 50 | J. & J. | Jan. '72 3 | Germantown (Ph.) | 50 | J. & J. | Jan. '72 3 |
| Cape May and Millville* .. | 447,000 | J. & D. | Dec. '71 3 | N. Bedford & Taunton. | 500,000 | M. & N. | July '71 4 | Grand St. and Newton. | 170,000 | J. & J. | July '71 2 | Grand St. and Newton. | 170,000 | J. & J. | July '71 2 |
| Catawauqua & Fogelsv. | 425,900 | Nov. '71 6 | | N. Castle & Beaver Val.* 50 | 1,800,000 | J. & J. | Aug. '69 12 | Green & Coates St. (Ph.) 50 | 600,000 | J. & J. | July '71 3 | Green & Coates St. (Ph.) 50 | 600,000 | J. & J. | July '71 3 |
| Catawissa* | 1,159,600 | " | " | N. Haven & Northamp. | 100 | J. A. J. O. | Oct. '71 24 | Heston, Mantau & Fairm. 50 | 2,050,000 | J. & J. | Jan. '72 11 | Heston, Mantau & Fairm. 50 | 2,050,000 | J. & J. | Jan. '72 11 |
| " pref. | 2,200,000 | M. & N. | Nov. '71 34 | New Jersey | 100 | J. A. J. O. | Jan. '72 7 | Lomb. & South Sts. (Ph.) 25 | 105,000 | " | " | Lomb. & South Sts. (Ph.) 25 | 105,000 | " | " |
| Cayuga and Susq.* | 599,110 | J. & J. | July '71 4 | New London Northern*100 | 1,003,500 | J. & J. | July '71 4 | Lynn and Boston | 100 | " | " | Lynn and Boston | 100 | " | " |
| Cedar Rapids & Mo. R.*100 | 6,860,400 | F. & A. | Aug. '71 11 | N. Y. Cen. & Hudson R.100 | 45,000,000 | A. & O. | Oct. '71 4 | Malden and Melrose | 200,000 | " | " | Malden and Melrose | 200,000 | " | " |
| " pref. | 709,000 | F. & A. | Aug. '71 5 | " Certifi. | 100 | A. & O. | Oct. '71 4 | Metropolitan (Boston) | 100 | J. & J. | July '71 5 | Metropolitan (Boston) | 100 | J. & J. | July '71 5 |
| Central of Georgia | 4,666,000 | J. & D. | Dec. '72 3 | New York and Harlem | 5,500,000 | J. & J. | Jan. '72 4 | Middlesex (Boston) | 400,000 | A. & O. | Oct. '71 3 | Middlesex (Boston) | 400,000 | A. & O. | Oct. '71 3 |
| Central of New Jersey. | 15,000,000 | J. A. J. O. | Jan. '72 3 | " pref. | 1,500,000 | J. & J. | Jan. '72 4 | Ninth Avenue (N. Y.) | 197,220 | " | " | Ninth Avenue (N. Y.) | 197,220 | " | " |
| Central Ohio* | 2,425,000 | J. & D. | Dec. '71 8 | N. York & New Haven. | 9,000,000 | J. & J. | Jan. '72 5 | Orange and Newark | 282,555 | " | " | Orange and Newark | 282,555 | " | " |
| " pref. | 380,000 | J. A. J. O. | July '71 12 | N. Y. Provid. & Boston. | 2,000,000 | J. & J. | Jan. '72 5 | Philadelphia City | 750,000 | J. & J. | July '71 3 | Philadelphia City | 750,000 | J. & J. | July '71 3 |
| Chemung* | 100 | J. & J. | July '71 12 | Nieg. Bridge & Canad*100 | 1,000,000 | J. & J. | Jan. '72 3 | Philadelphia and Darby 20 | 200,000 | J. & J. | July '71 2 | Philadelphia and Darby 20 | 200,000 | J. & J. | July '71 2 |
| Cheshire, preferred | 2,100,000 | M. & S. | Sept. '71 5 | North Carolina* | 4,000,000 | Irregular | July '71 5 | Phila. and Grey's Ferry 50 | 284,774 | J. & J. | Nov. '69 8 | Phila. and Grey's Ferry 50 | 284,774 | J. & J. | Nov. '69 8 |
| Cheshire and Alton | 5,925,500 | M. & S. | Sept. '71 5 | N. Eastern (N. C.) pref. | 111,000 | M. & N. | May '67 4 | Phg. Alleg. & Manchester 50 | 200,000 | M. & N. | Nov. '69 8 | Phg. Alleg. & Manchester 50 | 200,000 | M. & N. | Nov. '69 8 |
| Chicago and " pref. | 2,400,000 | M. & S. | Sept. '71 5 | North Pennsylvania | 5,000,000 | M. & N. | Nov. '71 3 | Second Avenue (N. Y.) | 888,100 | J. A. J. O. | Jan. '71 24 | Second Avenue (N. Y.) | 888,100 | J. A. J. O. | Jan. '71 24 |
| Chicago, Buri. & Quincy | 20,000,000 | M. & S. | Jan. '72 5 | Northern Central | 3,068,400 | J. & D. | Dec. '71 4 | Sech. & Third St. (Ph.) 50 | 962,100 | J. & J. | July '71 3 | Sech. & Third St. (Ph.) 50 | 962,100 | J. & J. | July '71 3 |
| Chicago, Iowa & Nebraska*100 | 3,916,300 | J. & J. | Jan. '72 5 | Northern N. Hampsh. | 1,000,000 | J. & J. | Jan. '72 4 | Sixth & 19th streets (Ph.) 50 | 600,000 | J. & J. | July '71 2 | Sixth & 19th streets (Ph.) 50 | 600,000 | J. & J. | July '71 2 |
| Chicago & N. Western. | 14,720,950 | J. & D. | Dec. '71 34 | Northern New Jersey* | 2,864,400 | F. & A. | Jan. '72 5 | Sixth Avenue (N. Y.) | 750,000 | M. & N. | May '71 5 | Sixth Avenue (N. Y.) | 750,000 | M. & N. | May '71 5 |
| " pref. | 25,415,013 | J. & D. | Dec. '71 34 | Norwich & Worcester | 2,864,400 | F. & A. | Jan. '72 5 | Third Avenue (N. Y.) | 1,370,000 | F. M. A. N. | Aug. '71 5 | Third Avenue (N. Y.) | 1,370,000 | F. M. A. N. | Aug. '71 5 |
| Chicago, R. I. & Pacific. | 19,000,000 | A. & O. | Oct. '71 4 | Ogdensb. & L. Champ*100 | 3,051,500 | J. & J. | Jan. '71 34 | 13th & 15th street (Ph.) 50 | 1,000,000 | J. & J. | July '71 2 | 13th & 15th street (Ph.) 50 | 1,000,000 | J. & J. | July '71 2 |
| Cin. Ham. & Dayton* | 3,500,000 | A. & O. | Oct. '71 4 | " pref. | 2,000,000 | A. & O. | Oct. '71 4 | Somerville (Boston) | 75,000 | " | Nov. '71 8 | Somerville (Boston) | 75,000 | " | Nov. '71 8 |
| Cin. Sand. and Clev.* | 2,987,800 | A. & O. | Oct. '71 4 | Ohio and Mississippi | 19,995,847 | " | " | South Boston | 400,000 | J. A. J. O. | Jan. '72 11 | South Boston | 400,000 | J. A. J. O. | Jan. '72 11 |
| " pref. | 428,846 | M. & N. | Nov. '71 3 | " pref. | 4,024,474 | J. & D. | Dec. '71 3 | Union (Boston) | 200,000 | M. & N. | Nov. '71 8 | Union (Boston) | 200,000 | M. & N. | Nov. '71 8 |
| Clev. Col. Cin. & Ind. | 13,914,000 | F. & A. | Aug. '71 34 | Oil Cr. & Allegheny R. 50 | 4,258,450 | J. A. J. O. | Jan. '72 24 | Union (Phila.) | 400,000 | J. & J. | July '71 5 | Union (Phila.) | 400,000 | J. & J. | July '71 5 |
| Cleveland & Mahoning* | 2,057,500 | M. & N. | Nov. '71 34 | Old Colony & Newport. | 4,959,020 | J. & J. | Jan. '72 3 | West Philadelphia | 50 | " | " | West Philadelphia | 50 | " | " |
| Cleveland & Pittsburg* | 7,494,588 | F. M. A. N. | Nov. '71 24 | Oswego and Syracuse* | 482,400 | F. & A. | Aug. '71 4 | CANALS. | | | | | | | |
| Col. Chic. & Ind. Cen.*100 | 15,000,000 | J. A. J. O. | Oct. '71 24 | Pacific of Missouri | 3,836,750 | " | " | Chesapeake & Delaware 50 | 1,983,563 | J. & D. | Dec. '71 3 | Chesapeake & Delaware 50 | 1,983,563 | J. & D. | Dec. '71 3 |
| Columbus and Xenia* | 1,786,800 | M. J. S. D. | Sept. '71 2 | Panama | 7,000,000 | J. A. J. O. | Jan. '72 3 | Chesapeake and Ohio | 25 | " | " | Chesapeake and Ohio | 25 | " | " |
| Colum. & Hocking Val. | 518,961 | " | " | Paterson and Hudson* | 630,000 | J. & J. | Jan. '72 4 | Delaware Division | 50 | F. & A. | Aug. '71 4 | Delaware Division | 50 | F. & A. | Aug. '71 4 |
| Concord | 1,800,000 | M. & N. | Nov. '71 3 | Paterson and Newark* | 500,000 | J. & J. | Jan. '72 4 | Delaware and Hudson. | 15,000,000 | F. & A. | Aug. '71 4 | Delaware and Hudson. | 15,000,000 | F. & A. | Aug. '71 4 |
| Concord and Ports.* | 2,084,200 | F. & A. | Aug. '71 3 | Paterson and Ramapo* | 249,000 | J. & J. | Jan. '71 3 | Delaware and Raritan* | 50 | J. A. J. O. | Jan. '72 7 | Delaware and Raritan* | 50 | J. A. J. O. | Jan. '72 7 |
| Conn. & Passaic p. Riv. 10 | 1,700,000 | J. & J. | Jan. '72 5 | Pemb. & Hightstown* | 542,150 | J. & J. | Jan. '71 3 | Erie of Pennsylvania | 50 | " | " | Erie of Pennsylvania | 50 | " | " |
| Connecticut Riv. | 1,700,000 | J. & J. | Jan. '72 5 | Pennsylvania | 39,500,000 | M. & N. | Nov. '71 5 | Lehigh Coal & Navigat. 50 | 8,739,800 | M. & N. | May '67 3 | Lehigh Coal & Navigat. 50 | 8,739,800 | M. & N. | May '67 3 |
| Cooperstown and Susq. | 207,353 | " | " | Peoria & Bureau Val.*100 | 1,200,000 | F. & A. | Aug. '71 4 | Monongahela Navigat. 50 | 1,005,500 | J. & J. | July '71 5 | Monongahela Navigat. 50 | 1,005,500 | J. & J. | July '71 5 |
| Cumberland and Susq. | 1,225,000 | A. & O. | Oct. '71 4 | Philadelphia and Erie* | 4,004,300 | J. & J. | Jan. '72 4 | Morris (consolidated) | 1,026,000 | F. & A. | Sept. '71 14 | Morris (consolidated) | 1,026,000 | F. & A. | Sept. '71 14 |
| Danbury and Newrals. | 400,000 | M. J. S. D. | Jan. '72 3 | " pref. | 2,400,000 | J. & J. | Jan. '72 4 | " (preferred) | 1,175,000 | F. & A. | Sept. '71 34 | " (preferred) | 1,175,000 | F. & A. | Sept. '71 34 |
| Delaware* | 1,230,941 | J. & J. | Dec. '70 6 | Phila. Ger. & Norristown* 50 | 1,626,250 | M. J. S. D. | Dec. '71 3 | Pennsylvania | 50 | " | " | Pennsylvania | 50 | " | " |
| Del. Lackaw. & Westn. | 18,508,850 | J. & J. | Dec. '70 6 | Philadelphia & Reading | 30,401,600 | J. & J. | Jan. '72 5 | Schuyl. Nav. (common)* 50 | 1,908,207 | F. & A. | Aug. '71 5 | Schuyl. Nav. (common)* 50 | 1,908,207 | F. & A. | Aug. '71 5 |
| Detroit & Milwaukee | 542,850 | " | " | Phila. and Trenton* | 1,259,100 | J. A. J. O. | Jan. '72 4 | " (pref.) | 2,898,747 | F. & A. | Aug. '71 04 | " (pref.) | 2,898,747 | F. & A. | Aug. '71 04 |
| " pref. | 2,095,000 | J. & J. | Jan. '72 2 | Pittab. & W. & Chit.* | 19,714,288 | J. A. J. O. | Jan. '72 11 | Susq. and Tide Water | 50 | " | " | Susq. and Tide Water | 50 | " | " |
| Dubuque & Sioux City*100 | 5,000,000 | J. & J. | Jan. '72 2 | " Special Imp. | 2,000,000 | J. A. J. O. | Apr. '72 11 | Union | 2,907,850 | " | " | Union | 2,907,850 | " | " |
| East Pennsylvania* | 1,309,200 | J. & J. | Jan. '72 4 | Pittfield & N. Adams. | 41,000 | J. & J. | Jan. '72 3 | W. Branch and Susq. | 1,100,000 | J. & J. | Jan. '66 - | W. Branch and Susq. | 1,100,000 | J. & J. | Jan. '66 - |
| East Mahony | 892,950 | J. & J. | Jan. '72 3 | Portland and Kennebec. | | | | | | | | | | | |

NATIONAL AND STATE SECURITIES.

| | | Amounts outstand- ing. | Interest. | | | | * Indicates that no interest is paid. | | | | Amounts outstand- ing. | Interest. | | | |
|--|--|------------------------------|-----------|---------------|-----------------------|------------------|---|--|------------|-------|------------------------------|-----------|----------|-----------------------|------------------|
| | | | Rate. | Payable. | WHEN PAY- ABLE. | Market Price. | | | | | | Rate. | Payable. | WHEN PAY- ABLE. | Market Price. |
| National Securities Dec. 1, 1871. | | | | | | | | | | | | | | | |
| Loan of June 14, 1858.....registered | | \$6,045,000 | 5 | Jan. & July. | 1874 | 109 1/2 | Maryland—Eastern Shore R. R. Loan..... | | 20,131 | 5 | J. A. J. & O. | 1890 | | | |
| Loan of February 8, 1861.....registered | | 13,955,000 | 5 | Jan. & July. | 1874 | 110 | .. — Defense Loan Bonds..... | | 3,651,398 | 5 | .. | 1883 | | | 106 |
| Oregon War Bonds of March 2, 1861.....coupon | | 13,728,000 | 6 | Jan. & July. | 1880 | 113 1/2 | .. — Southern Relief Bonds..... | | 100,000 | 5 | .. | 1878 | | | |
| Loan of July 1, and Aug. 3, 1861.....registered | | 4,687,000 | 6 | Jan. & July. | 1880 | 117 1/2 | Massachusetts—State Scrip..... | | 324,000 | 5 | Jan. & July. | 74-75 | | | |
| Loan of Feb. 25, 1862 (5-20s).....registered | | 945,000 | 6 | Jan. & July. | 1881 | 112 | .. .. .. . |  | 275,000 | 5 | April & Oct. | 73-74 | | | |
| Loan of March 3, 1862.....registered | | 124,981,150 | 6 | Jan. & July. | 1881 | 113 1/2 | .. .. .. . |  | 320,000 | 5 | May & Nov. | 72-80 | | | 97 1/2 |
| Loan of Feb. 25, 1862 (5-20s).....coupon | | 64,340,050 | 6 | Jan. & July. | 1881 | 117 | .. .. .. . |  | 133,000 | 5 | June & Dec. | 72-77 | | | |
| Loan of March 3, 1862.....coupon | | 76,714,850 | 6 | May & Nov. | 1882 | 109 | .. — Union Fund Loan of 1861..... | | 3,000,000 | 6 | Jan. & July. | 71-76 | | | 100 |
| Loan of March 3, 1862.....registered | | 379,100,350 | 6 | Jan. & July. | 1882 | 109 1/2 | of 1863..... | | 600,000 | 5 | .. | 77-78 | | | |
| Loan of March 3, 1862.....coupon | | 53,363,750 | 6 | Jan. & July. | 1881 | 113 1/2 | .. — Coast Defense Loan..... | | 888,500 | 5 | .. | 1883 | | | |
| Loan of March 3, 1862.....registered | | 21,636,250 | 6 | Jan. & July. | 1881 | 117 1/2 | .. — Bounty Loan of 1863..... | | 200,000 | 5 | .. | 1883 | | | 98 1/2 |
| Loan of March 3, 1864 (5-20s).....registered | | 2,492,500 | 6 | May & Nov. | 1884 | 109 1/2 | of 1864..... | | 4,379,560 | 5 | May & Nov. | 1894 | | | 98 1/2 |
| Loan of June 30, 1864 (5-20s).....registered | | 40,936,350 | 6 | May & Nov. | 1884 | 109 1/2 | (stg.)..... | | 4,000,744 | 5 | .. | 1894 | | | |
| Loan of March 3, 1865 (5-20s).....coupon | | 40,924,250 | 6 | May & Nov. | 1884 | 110 1/2 | .. — War Loan (cur. 5-20 yr.)..... | | 3,605,000 | 5 | Mar. & Sept. | 1886 | | | 100 |
| Loan of March 3, 1865 (5-20s).....registered | | 43,079,300 | 6 | May & Nov. | 1885 | 109 | .. — Western R. R. Loan, (stg.)..... | | 761,815 | 5 | April & Oct. | 1871 | | | |
| (5-20s).....coupon | | 120,258,200 | 6 | Jan. & July. | 1885 | 111 1/2 | .. — T. & G. R. R. & Hoosac T. stg..... | | 3,606,580 | 5 | .. | 88-90 | | | 97 1/2 |
| (5-20s).....registered | | 83,483,050 | 6 | Jan. & July. | 1885 | 109 1/2 | .. .. .. . |  | 966,500 | 5 | .. | 91-96 | | | 97 1/2 |
| (5-20s).....coupon | | 166,243,050 | 6 | Jan. & July. | 1885 | 114 1/2 | .. — Southern Vermont R. R..... | | 200,000 | 5 | Jan. & July. | 1871 | | | |
| (5-20s).....registered | | 91,160,000 | 6 | Jan. & July. | 1887 | 115 1/2 | .. — Eastern R. R..... | | 50,000 | 5 | .. | 1877 | | | |
| (5-20s).....coupon | | 229,817,500 | 6 | Jan. & July. | 1887 | 116 1/2 | .. — Norwich & Worcester..... | | 400,000 | 5 | .. | 1900 | | | |
| (5-20s).....registered | | 12,606,500 | 6 | Jan. & July. | 1888 | 115 1/2 | .. — Bos., Hartf. & Erie (stg.)..... | | 3,589,024 | 5 | .. | 1878 | | | |
| (5-20s).....coupon | | 26,660,050 | 6 | Mar. & Sept. | 1888 | 105 1/2 | Michigan—Renewal Loan Bonds..... | | 160,000 | 6 | .. | 1878 | | | |
| (10-40s).....registered | | 138,628,050 | 6 | F. M. A. & N. | 1881 | 109 1/2 | .. — Two Million Loan Bonds..... | | 1,621,000 | 6 | .. | 78-88 | | | |
| (10-40s).....coupon | | 56,628,250 | 6 | F. M. A. & N. | 1881 | 109 1/2 | .. — War and Bounty Loan Bonds..... | | 478,000 | 7 | May & Nov. | 1890 | | | |
| Consols of July 14, '70 & Jan. 20, '71 registered | | 8,312,250 | 5 | F. M. A. & N. | 1886 | 109 1/2 | .. — Sault Ste. Marie Canal Bonds..... | | 86,000 | 6 | Jan. & July. | 1879 | | | |
| Consols.....registered | | 23,490,000 | 4 1/2 | F. M. A. & N. | 1886 | 109 1/2 | .. — State Building Loan Bonds..... | | 250,000 | 7 | Jan. & July. | 77-79 | | | |
| Consols.....coupon | | 14,000,000 | 4 1/2 | F. M. A. & N. | 1886 | 109 1/2 | .. — Sioux War Loan Bonds..... | | 100,000 | 7 | May & Nov. | 1872 | | | |
| Certificates of Indebtedness 1870.....(cur.) | | 678,000 | 3 | Dem. | 1875 | 113 1/2 | .. — Railroad Loans Bonds..... | | 2,275,000 | 7 | .. | 1888 | | | |
| Pacific R. R. Bonds.....(currency) | | 64,618,832 | 6 | Jan. & July. | '96-'99 | 113 1/2 | .. — State Bonds (for banks)..... | | 2,000,000 | 6 | .. | 41-71 | | | |
| U. S. Notes and Fractional Currency..... | | 897,768,837 | 6 | Jan. & July. | '96-'99 | 113 1/2 | .. — State Bonds proper..... | | 435,000 | 6 | Jan. & July. | 1883 | | | |
| | | | | | | | | | | | | | | | |
| State Securities, latest dates. | | | | | | | | | | | | | | | |
| Alabama—State Bonds (original)..... | | 168,000 | 5 | May & Nov. | 1872 | 65 | .. — Interest Bonds of 1868..... | | 2,727,000 | 6 | .. | 1888 | | | |
| Alabama—State Bonds (extended)..... | | 2,414,800 | 5 | June 1 | '83-'86 | 100 | .. — Railroad Loans..... | | 13,112,000 | 6 | .. | 74-90 | | | 98 |
| Alabama—State Bonds (sterling)..... | | 688,000 | 6 | Jan. & July. | 1886 | 100 | .. — South Pacific guar..... | | 1,689,000 | 7 | .. | 1876 | | | 79 |
| Alabama—State Bonds (extended)..... | | 82,500 | 6 | Jan. & July. | 1886 | 100 | .. — Hannibal and St. Joseph..... | | 3,000,000 | 6 | .. | 78-87 | | | |
| Alabama—State Bonds (new)..... | | 712,800 | 6 | Jan. & July. | '86-'88 | 100 | Nebaska—(No Debt)..... | | 500,000 | 15 | Jan. & July. | 1872 | | | |
| Arkansas—State Bonds (refunded)..... | | 1,316,700 | 6 | Jan. & July. | 1899 | 53 | Nevada—State Loan Bonds..... | | 899,200 | 6 | .. | 71-78 | | | 100 1/2 |
| Arkansas—State Bonds (Aid R. R.)..... | | 3,000,000 | 7 | April & Oct. | 1900 | 100 | New Hampshire—War Loan of July 1, 1861..... | | 800,000 | 6 | .. | 84-86 | | | 100 1/2 |
| California—Civil Bonds of 1857..... | | 1,338,000 | 7 | Jan. & July. | 1877 | 111 1/2 | of Sept. 1, 1864..... | | 1,000,000 | 6 | Mar. & Sept. | 71-74 | | | 100 |
| California—Relief Fund Bonds of 1865..... | | 424,500 | 7 | Jan. & July. | 1880 | 100 | New Jersey—War Loan of 1861 (free)..... | | 1,299,900 | 6 | April & Oct. | 71-74 | | | 100 |
| California—Bounty Fund Bonds of 1864..... | | 805,000 | 7 | Jan. & July. | 1884 | 100 | of 1863 (free)..... | | 1,002,900 | 6 | Jan. & July. | 71-84 | | | |
| California—Central Pacific R. R. Loan of 1865..... | | 1,500,000 | 7 | Jan. & July. | 1885 | 100 | of 1864..... | | 593,400 | 6 | .. | 86-90 | | | 105 |
| Connecticut—War Bonds of 1861 (10-20s)..... | | 5,927,000 | 6 | Jan. & July. | '81-'82 | 99 1/2 | New York—Bounty Fund Stocks..... | | 147,400 | 7 | .. | 1877 | | | 100 1/2 |
| Connecticut—War Bonds of 1861 (10-20s)..... | | 887,500 | 6 | April & Oct. | 1883 | 100 1/2 | Bonds..... | | 21,089,000 | 7 | .. | 1877 | | | 100 1/2 |
| Connecticut—War Bonds of 1861 (10-20s)..... | | 300,000 | 6 | Various. | Var. | 100 | .. — General Fund Stocks..... | | 1,910,082 | 6 | J. A. J. & O. | pleas. | | | 100 1/2 |
| Connecticut—War Bonds of 1861 (10-20s)..... | | 200,000 | 6 | Jan. & July. | 1898 | 100 | .. .. .. . |  | 800,000 | 6 | .. | 1878 | | | |
| Florida—State Bonds 1868..... | | 300,000 | 6 | Jan. & July. | 1898 | 100 | .. .. .. . |  | 348,000 | 5 | .. | pleas. | | | |
| Florida—State Bonds 1868..... | | 200,000 | 6 | Jan. & July. | 1898 | 100 | .. .. .. . |  | 900,000 | 5 | .. | 1875 | | | 100 1/2 |
| Florida—Railroad Loans \$16,000 per mile..... | | 1,023,000 | 6 | Various. | Var. | 100 | .. — Canal Fund Stocks..... | | 2,287,900 | 6 | J. A. J. & O. | 1872 | | | |
| Georgia—W. & Atl. R. R. 1841 to 1844..... | | 273,000 | 7 | Various. | '72-'74 | 83 1/2 | .. .. .. . |  | 5,180,100 | 6 | .. | 1873 | | | 107 1/2 |
| Georgia—Atl. and Gulf R. R. 1868 to 1869..... | | 800,000 | 6 | Feb. & Aug. | '78-'80 | 83 1/2 | .. .. .. . |  | 2,009,000 | 6 | .. | 1874 | | | 107 |
| Georgia—Bonds (Act March 12, 1866)..... | | 3,700,000 | 6 | Jan. & July. | 1886 | 100 1/2 | .. .. .. . |  | 473,000 | 6 | .. | 1875 | | | |
| Illinois—Interest Bonds of 1847..... | | 980,696 | 6 | Jan. & July. | 1877 | 100 1/2 | .. .. .. . |  | 880,000 | 6 | .. | 1877 | | | |
| Illinois—Stock of 1867..... | | 134,811 | 6 | Jan. & July. | 1877 | 100 1/2 | .. .. .. . |  | 1,106,420 | 5 | .. | 1874 | | | |
| Illinois—Refunded Stock Bonds..... | | 348,000 | 6 | Jan. & July. | 1877 | 100 1/2 | North Carolina—State Bonds for R. R. (old)..... | | 4,738,800 | 6 | Jan. & July. | 71-91 | | | 31 |
| Illinois—Normal University Bonds..... | | 45,000 | 6 | Mar. & Sept. | 1879 | 100 1/2 | (old)..... | | 3,639,400 | 6 | April & Oct. | 71-91 | | | |
| Illinois—Thornton Loan Bonds..... | | 108,000 | 6 | Jan. & July. | 1879 | 100 1/2 | .. — State Bonds for R. R. (new)..... | | 2,626,000 | 6 | Jan. & July. | 92-98 | | | 20 |
| Indiana—State Bonds..... | | 204,000 | 6 | May & Nov. | 1888 | 100 1/2 | (new)..... | | 1,759,000 | 6 | April & Oct. | 92-98 | | | |
| Iowa—War and Defense Bonds of 1861..... | | 300,000 | 7 | Jan. & July. | 1881 | 100 1/2 | .. — Funding & c. Bonds of '66-'68..... | | 2,800,400 | 6 | Jan. & July. | 1899 | | | 24 |
| Kansas—State Bonds..... | | 100,675 | 7 | Jan. & July. | '83-'84 | 100 1/2 | .. — Special Tax Bonds..... | | 1,821,400 | 6 | April & Oct. | 1899 | | | |
| Kansas—State Bonds..... | | 1,069,500 | 7 | Jan. & July. | '76-'80 | 100 1/2 | Ohio—State Loan (New York)..... | | 11,407,000 | 6 | .. | 1899 | | | 12 1/2 |
| Kansas—State Bonds..... | | 176,000 | 7 | Jan. & July. | 1889 | 100 1/2 | .. .. .. . |  | 1,284,317 | 6 | Jan. & July. | 1870 | | | |
| Kentucky—State Bonds of 1841-'42..... | | 913,000 | 6 | April & Oct. | '71-'72 | 99 1/2 | .. .. .. . |  | 1,800,000 | 6 | .. | 1875 | | | 103 1/2 |
| Kentucky—State Bonds of 1841-'42..... | | 160,000 | 5 | Various. | 1873 | 100 1/2 | .. .. .. . |  | 4,095,329 | 6 | .. | 1881 | | | 104 |
| Kentucky—State Bonds of 1841-'42..... | | 309,300 | 6 | Various. | 1896 | 100 1/2 | .. .. .. . |  | 2,400,000 | 6 | .. | 1886 | | | 106 1/2 |
| Louisiana—Charity Hospital..... | | 86,000 | 6 | Mar. & Sept. | 1872 | 100 1/2 | .. — Union Loan (Columbus)..... | | 366,975 | 6 | May & Nov. | 1871 | | | |
| Louisiana—State Bonds, general..... | | 750,000 | 6 | Jan. & July. | 1883 | 68 | .. .. .. . |  | 176,156 | 7 | Jan. & July. | 74-84 | | | |
| Louisiana—Railroad Bonds..... | | 561,000 | 6 | Various. | '70-'79 | 69 | Oregon—Relief and Bounty Bonds..... | | 92,850 | 5 | Feb. & Aug. | 1872 | | | 96 |
| Louisiana—Levee Bonds 1865..... | | 2,062,000 | 6 | Various. | '93-'06 | 69 | Pennsylvania—Redemption Loan of 1867..... | | 4,731,800 | 6 | .. | 1872 | | | 96 |
| Louisiana—Levee Bonds 1865..... | | 1,000,000 | 6 | May & Nov. | 1907 | 62 1/2 | .. .. .. . |  | 90,400 | 6 | .. | 1877 | | | 93 |
| Louisiana—Levee Bonds 1865..... | | 4,000,000 | 6 | Mar. & Sept. | 1875 | 85 | .. .. .. . |  | 7,890,550 | 6 | .. | 1877 | | | 96 1/2 |
| Louisiana—Funded coupons 1866..... | | 997,300 | 6 | Jan. & July. | '86-'88 | 85 | .. .. .. . |  | 728,950 | 6 | .. | 1882 | | | 96 |
| Louisiana—Funded Floating Debt..... | | 3,000,000 | 6 | May & Nov. | 1910 | 62 | .. .. .. . |  | 9,237,050 | 5 | .. | 1882 | | | 100 1/2 |
| Louisiana—Ship Canal Bonds of 1869..... | | 474,000 | 7 1/2 | Mar. & Sept. | 1899 | 62 | .. — Inclined Plane Loan..... | | 400,000 | 5 | April & Oct. | 1879 | | | 100 1/2 |
| Louisiana—Penitentiary Bonds of 1869..... | | 500,000 | 7 | Jan. & July. | 1909 | 92 1/2 | .. — Military Loan..... | | 2,769,250 | 6 | Feb. & Aug. | 1871 | | | 101 1/2 |
| Louisiana—N. La. & Tex. R. R. Bonds of 1869..... | | 546,000 | 8 | April & Oct. | 1909 | 92 1/2 | .. — State Stocks (old)..... | | 384,000 | 5 | Jan. & July. | 1882 | | | |
| Maine—State Bonds..... | | 301,000 | 6 | Various. | '75-'78 | 100 1/2 | (old)..... | | 3,377,000 | 5 | Feb. & Aug. | 77-78 | | | 104 |
| Maine—War Loan of April 25, 1861..... | | 800,000 | 6 | Various. | 1871 | 100 1/2 | Rhode Island—War Bonds of 1862..... | | 112,000 | 4 1/2 | Mar. & Sept. | 1882 | | | |
| Maine—War Loan of Jan. 31, 1863 (cur.)..... | | 825,000 | 6 | Mar. & Sept. | 1883 | 100 | of 1863..... | | 1,100,000 | 6 | Jan. & July. | 1893 | | | 101 |
| Maine—War Loan of Mar. 28, 1863 (cur.)..... | | 475,000 | 6 | Feb. & Aug. | 1883 | 100 | of 1863..... | | 736,000 | 6 | April & Oct. | 1883 | | | |
| Maine—War Loan of Mar. 10, 1864 (cur.)..... | | 2,832,500 | 6 | June & Dec. | 1889 | 100 1/2 | of 1864..... | | 239,000 | 6 | Jan. & July. | 1893 | | | 101 |
| Maryland—Balt. & Ohio R. R. Loans, Stg..... | | 2,288,888 | 6 | J. A. J. & O. | 1890 | 100 1/2 | .. .. .. . |  | 841,000 | 6 | Feb. & Aug. | 1894 | | | |
| Maryland—Balt. & Ohio R. R. Loans, Stg..... | | 443,500 | 6 | .. | 1890 | 100 1/2 | South Carolina—Fire Loan of Stock 1835..... | | 303,343 | 6 | Jan. & July. | 1870 | | | |
| Maryland—Balt. & Ohio R. R. Loans, Stg..... | | 1,855,335 | 6 | .. | 1890 | 100 1/2 | bonds (stg.)..... | | 484,445 | 5 | .. | 1868 | | | |
| Maryland—Balt. & Ohio R. R. Loans, Stg..... | | 1,687,345 | 6 | .. | 1890 | 100 1/2 | .. — Blue Ridge R. R. bonds of '64..... | | 970,000 | 5 | .. | 74-77 | | | |

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--------------------------------------|------------|-------|-------------------|---------------|---------|--------|--------------------------------------|------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Adirondack: | | | | | | | Buffalo, Corry and Pittsburg: | | | | | | |
| 1st Mortgage..... | \$930,000 | 7 | Jan. & July. | New York. | 1886 | .... | 1st Mortgage (B. C. & P. of Pa.) | \$100,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| Alabama and Chattanooga: | | | | | | | 1st Mort. (Buff. & O.C. Cross-cut) | 600,000 | 7 | " | " | 1886 | .... |
| 1st Mortgage, guar. by Ala. gold | 16,000pm | 8* | Jan. & July. | New York. | 1889 | .... | Buffalo, New York and Erie: | | | | | | |
| 2d Mortgage..... | 9,000pm | 8 | " | " | 1889 | .... | 1st Mortgage..... | 2,000,000 | 7 | June & Dec. | New York. | 1877 | 89 |
| Alabama and Georgia: | | | | | | | 2d Mortgage..... | 380,000 | 7 | May & Nov. | " | 1872 | .... |
| 1st Mortgage, guar. by Ala. & Ga. | 16,000pm | 8 | Jan. & July. | New York. | 1891 | .... | Burlington, Cedar Rapids & Minn. | | | | | | |
| Albany and Susq. (D. & H. Canal): | | | | | | | 1st Mortgage conv. & skg f.d. gold | 20,000pm | 7* | May & Nov. | New York. | 1919 | 88 |
| 1st Mortgage, 1863..... | 1,000,000 | 7 | Jan. & July. | New York. | 1888 | .... | Burlington and Missouri River. | | | | | | |
| 2d Mortgage, 1866..... | 2,000,000 | 7 | April & Oct. | " | 1886 | 93 | Stock Bonds redeem. in pref. st'k | 600,000 | 7 | Jan. & July. | Bost. & N. Y. | 1875 | 101 |
| 3d Mortgage, 1869..... | 175,000 | 7 | May & Nov. | " | 1881 | .... | Stock Bonds..... | 1,999,380 | 8 | " | " | 1878 | .... |
| Albany City Loan, 1865..... | 1,000,000 | 6 | " | " | 1895 | .... | Stock Bonds conv. into com. st'k | 1,250,000 | 8 | April & Oct. | " | 1879 | 100 |
| Allegheny Valley: | | | | | | | Stock Bonds..... | 1,246,800 | 8 | Jan. & July. | " | 1889 | .... |
| 1st General Mortgage, 1866..... | 4,000,000 | 7.3 | Jan. & July. | New York. | 1896 | 94 | 1st Mort. (Branch) bonds..... | 900,000 | 8 | " | " | 1894 | 103 |
| 1st Mortgage, Eastern Extension | 48,000 | 7 | " | " | .... | .... | 1st Mortgage land grant inconv. | 5,060,020 | 7 | April & Oct. | New York. | 1893 | 93 |
| Special Bonds to State of Penn. | 3,600,000 | 5 | " | " | .... | .... | Burlington & Mo. Riv. in Neb.: | | | | | | |
| American Central (C. B. & Q.): | | | | | | | 1st Mort. for \$5,000,000, conv.... | 3,360,000 | 8 | Jan. & July. | Boston. | 1894 | 15 |
| 1st Mortgage, traffic guar. 1868.. | 800,000 | 8 | Jan. & July. | New York. | 1878 | .... | California Pacific: | | | | | | |
| Androscoquin: | | | | | | | 1st Mortgage, sinking fund..... | 2,250,000 | 7* | Jan. & July. | New York. | 1889 | 106 |
| 1st Mortgage (Bath Loan)..... | 425,000 | 6* | April & Oct. | Portland. | 1890 | .... | Camden and Amboy: | | | | | | |
| Andros. & Kennebec (Maine C.): | | | | | | | Sterling Bonds, £288,606 @ 4.84.. | 1,396,824 | 6* | April & Oct. | London. | 1880 | .... |
| 1st Mortgage 1880 and 1881..... | 1,100,000 | 6* | Feb. & Aug. | Boston. | '90-'91 | 86 | Dollar Loan of 1875..... | 675,000 | 6 | " | New York. | 1875 | 95 |
| Arlington, Topeka and Santa Fe: | | | | | | | Dollar Loan of 1883..... | 1,700,000 | 6 | Feb. & Aug. | " | 1883 | 90 |
| 1st Mortgage tax free.....gold | 15,000pm | 7* | Jan. & July. | New York. | 1900 | 80 | Dollar Loan of 1889..... | 866,000 | 6 | March & Sept. | " | 1889 | 88 |
| Atlanta and Richmond Air Line: | | | | | | | Consolidated Loan..... | 4,929,200 | 6 | June & Dec. | " | 1889 | 94 |
| 1st Mortgage tax free, 1870.....gold | 16,000pm | 8* | Jan. & July. | New York. | 1900 | .... | Sterling (United Co's) Loan..... | 1,846,000 | 6 | March & Sept. | London. | 1894 | .... |
| Atlantic and Great Western: | | | | | | | Dollar (United Co's) Loan..... | 154,000 | 6 | " | New York. | 1894 | .... |
| 1st Mortgage (N. Y. Penn. & O.) | 8,512,400 | 7* | Various. | Lond. & N. Y. | '76-'84 | .... | Camden and Atlantic: | | | | | | |
| 2d Mortgage (N. Y. Penn. & Ohio) | 3,908,000 | 7* | " | " | '81-'83 | .... | 1st Mortgage of 1883..... | 490,000 | 7 | Jan. & July. | Philadelphia. | 1873 | 95 |
| Consolidated Mortgage..... | 17,579,500 | 7* | April & Oct. | London. | 1895 | .... | 2d Mortgage of 1884..... | 500,000 | 7 | April & Oct. | " | 1879 | 85 |
| Atlantic and Gulf: | | | | | | | Camden and Burlington County: | | | | | | |
| 1st Mortgage (consol.) tax free..... | 2,000,000 | 7 | Jan. & July. | New York. | 1887 | .... | 1st Mortgage of 1865..... | 308,000 | 6 | Feb. & Aug. | Philadelphia. | 1897 | 87 |
| Atlantic, Mississippi and Ohio: | | | | | | | Carthage & Burlington (C.B. & Q.): | | | | | | |
| 1st Mortgage on whole line..... | 15,000pm | 7 | " | New York. | 1901 | .... | 1st Mortgage guar. and free tax.. | 600,000 | 8 | May & Nov. | New York. | 1879 | 95 |
| Atlantic and North Carolina: | | | | | | | Catawissa: | | | | | | |
| 1st Mortgage..... | 200,000 | 8 | Jan. & July. | New York. | 1873 | .... | 1st Mortgage..... | 232,000 | 7 | Feb. & Aug. | Philadelphia. | 1882 | 96 |
| Atlantic and Pacific: | | | | | | | Cedar Falls and Minnesota (Ili. C.): | | | | | | |
| Land Mort. (500,000 acres).....gold | 3,000,000 | 6* | Jan. & July. | New York. | 1888 | .... | 1st Mort. (C. F. to Waver. 14 m.) | 294,000 | 7 | April & Oct. | New York. | 1884 | 85 |
| 1st Mortgage (So. Pacific).....gold | 7,250,000 | 6* | " | " | 1888 | .... | 1st Mort. (W. to Minn. L. 62 m.) | 1,377,000 | 7 | Jan. & July. | " | 1907 | .... |
| Atlantic and St. Lawrence: | | | | | | | Cedar Rapids & Mo. Riv. (C. & N.W.): | | | | | | |
| Portland City Loan (skg fund)..... | 825,000 | 6 | Various. | B. & N. Y. | 1871 | .... | 1st Mortgage Land Grant..... | 3,617,000 | 7 | April & Oct. | New York. | '91-'16 | 90 |
| 2d Mortgage..... | 404,200 | 6 | April & Oct. | Port. & Bost. | 1871 | .... | Central Branch Union Pacific: | | | | | | |
| 3d Mortgage, sterling..... | 885,500 | 6* | " | London. | 1884 | .... | 1st Mort. (Atch. & Pike's P.) gold | 1,600,000 | 6* | May & Nov. | New York. | 1895 | .... |
| Sterling Loan of 1864 (5-20)..... | 484,000 | 6* | May & Nov. | " | 1878 | .... | 2d Mortgage Governm't subsidy. | 1,600,000 | 6 | Jan. & July. | " | 1895 | .... |
| Bald Eagle Valley (Penn. R.R.): | | | | | | | Central of Georgia: | | | | | | |
| 1st Mortgage..... | 371,200 | 6 | Jan. & July. | Philadelphia. | 1881 | .... | 1st Mortgage..... | 789,000 | 7 | March & Sept. | Savannah. | 1875 | .... |
| 2d Mortgage..... | 100,000 | 7 | " | " | 1884 | .... | Central of Iowa: | | | | | | |
| Baltimore and Ohio: | | | | | | | 1st Mort. conv. & tax free.....gold | 16,000pm | 7* | Jan. & July. | New York. | 1899 | .... |
| Loan of 1855, sinking fund..... | 863,250 | 6 | Jan. & July. | Baltimore. | 1875 | 96 | Central of New Jersey: | | | | | | |
| Loan of 1860..... | 579,500 | 6 | " | " | 1880 | 96 | 2d Mortgage..... | 254,000 | 7 | May & Nov. | New York. | 1875 | 101 |
| Loan of 1863..... | 1,710,500 | 6 | April & Oct. | " | 1886 | 95 | New Loan for \$5,000,000..... | 2,837,000 | 7 | Feb. & Aug. | " | 1890 | 104 |
| Loan of 1870.....sterling | 3,872,000 | 6* | March & Sept. | London. | 1896 | .... | Central Ohio (B. & O.): | | | | | | |
| Loan of 1863 (Baltimore) skg f.d. | 8,000,000 | 6* | Jan. & July. | Baltimore. | 1890 | .... | 1st Mortgage guaranteed..... | 2,500,000 | 6 | March & Sept. | Baltimore. | 1890 | 84 |
| Baltimore and Potomac: | | | | | | | Central Pacific of California: | | | | | | |
| 1st Mort. of '69 for \$3,000,000 g'd | .... | 6* | Jan. & July. | New York. | 1899 | .... | 1st Mortgage.....gold | 26,010,000 | 6* | Jan. & July. | New York. | '95-'99 | 113 |
| Bangor and Piscataquis: | | | | | | | Subordinate Loan (Int. by State) | 1,500,000 | 7* | " | " | 1885 | .... |
| 1st Mortgage (Bangor) loan.... | 580,000 | 6 | April & Oct. | Bangor. | 1890 | .... | Convertible bonds..... | 1,500,000 | 7* | " | " | 1883 | 100 |
| Barclay Coal: | | | | | | | Income bonds..... | 10,000,000 | .... | " | " | " | .... |
| 1st Mortgage..... | 107,000 | 7 | March & Sept. | Philadelphia. | 1882 | .... | Charleston and Savannah: | | | | | | |
| Bay City and East Saginaw: | | | | | | | 1st Mortgage guar. by E. Car.... | 505,000 | 6 | May & Nov. | Charleston. | 1870 | .... |
| 1st Mort. guar. by F. & P. Mrg. Co. | 100,000 | 10 | Jan. & July. | Detroit. | 1886 | .... | Charlotte, Columbia & Augusta: | | | | | | |
| Bay de Noquet and Marquette: | | | | | | | 1st Mort. (Char. & S. Car. 110 m.) | 71,000 | 7 | Jan. & July. | New York. | 1880 | .... |
| 1st Mortgage Income..... | 250,000 | 8 | April & Oct. | Boston. | 1875 | .... | 1st Mort. (Col. & Aug. 85 m.).. | 371,500 | 7 | " | " | 1880 | .... |
| Belfast and Moosehead Lake: | | | | | | | 1st Mortgage (consol. 195 m.).. | 786,000 | 7 | " | " | 1886 | .... |
| 1st Mort. guar. by M.C. Co. gold. | 150,000 | 6* | May & Nov. | Portland. | 1890 | .... | Cheraw and Darlington. | | | | | | |
| Bellefontaine & Ind. (C.C. & Ind.): | | | | | | | 1st Mortgage..... | 150,000 | 7 | April & Oct. | Charleston. | 1870 | .... |
| 1st Mortgage..... | 637,000 | 7 | Jan. & July. | New York. | '70-'90 | .... | 2d Mortgage..... | 75,000 | 7 | Jan. & July. | " | 1879 | .... |
| Bellefonte and Snow Shoe: | | | | | | | Cherry Valley, Sharon & Albany: | | | | | | |
| 1st Mortgage..... | 99,000 | 6 | Jan. & July. | Philadelphia. | 1883 | .... | 1st Mortgage convertible..... | 300,000 | 7 | June & Dec. | New York. | 1890 | .... |
| Beloit and Madison (C. & N.W.): | | | | | | | Chesapeake and Ohio: | | | | | | |
| 1st Mortgage guaranteed..... | 354,000 | 7 | Jan. & July. | New York. | 1888 | .... | Consol. sink fund, gold (428 m.) | 16,000,000 | 6* | May & Nov. | New York. | 1900 | 94 |
| Belvidere Delaware: | | | | | | | 1st Mort. (Va. Cen. R.R. 205 m.) gr. | 100,000 | 6 | Jan. & July. | " | 1880 | .... |
| 1st Mortgage (guaranteed by) | 1,000,000 | 6 | June & Dec. | New York. | 1877 | .... | 2d Mort. (") .. | 186,500 | 6 | " | " | 1872 | .... |
| 2d Mortgage (") .. | 499,500 | 6 | March & Sept. | Princeton. | 1885 | 82 | 3d Mort. (") .. | 901,000 | 6 | " | " | 1884 | .... |
| 3d Mortgage (") .. | 745,000 | 6 | Feb. & Aug. | " | 1887 | 83 | Income..... | 800,000 | 8 | " | " | 1876 | .... |
| Blue Ridge (R. Car.): | | | | | | | Cheshire: | | | | | | |
| 1st Mortgage guar. by State.....gold | 4,000,000 | 7* | Jan. & July. | Charleston. | 1896 | .... | Plain bonds..... | 771,000 | 6 | Jan. & July. | Boston. | '75-'80 | 95 |
| Boston, Clinton and Fitchburg: | | | | | | | Chester Creek: | | | | | | |
| 1st Mortgage (Agricultural Br.) | 400,000 | 6 | Jan. & July. | Boston. | 1884 | 80 | 1st Mortgage..... | 185,000 | 6 | Jan. & July. | Philadelphia. | 1903 | .... |
| Equalization or consol. bonds.... | 248,000 | 6 | " | " | .... | .... | Chester & Chicago Br. Junction: | | | | | | |
| 2d Mortgage of 1869-'70..... | 152,500 | 7 | " | " | '80-'90 | 85 | 1st Mortgage sinking fund..... | 1,000,000 | 10 | May & Nov. | St. Louis. | 1877 | .... |
| Boston, Concord and Montreal: | | | | | | | Chester and Tamaroa: | | | | | | |
| 1st Mort. (Conc. to War. 71 m.) | 13,000 | 7 | Feb. & Aug. | New York. | 1865 | .... | 1st Mortgage..... | 660,000 | 7* | May & Nov. | New York. | 1901 | .... |
| 2d Mort. conv. (1st M. on 22 1/2 m.) | 150,000 | 6 | Jan. & July. | Boston. | 1870 | .... | Chester Valley: | | | | | | |
| 3d Mort. conv. (1st M. on 22 1/2 m.) | 200,000 | 7 | " | New York. | 1870 | .... | 1st Mortgage..... | 500,000 | 7 | May & Nov. | Philadelphia. | 1877 | .... |
| Sinking Fund Mortgage..... | 507,000 | 6 | " | Boston. | 1889 | 92 | Chicago and Alton: | | | | | | |
| Boston, Hartford and Erie: | | | | | | | 1st Mortgage, pref. sinking fund. | 308,000 | 7 | May & Nov. | New York. | 1877 | 101 |
| 1st Mortgage (old)..... | 280,000 | 7 | March & Sept. | Boston. | 1884 | .... | 1st Mortgage..... | 2,400,000 | 7 | Jan. & July. | " | 1893 | 106 |
| 1st Mortgage (new) for \$20,000,000 | 17,000,000 | 7 | Jan. & July. | " | 1899 | 29 | 2d Mortgage Income..... | 1,100,000 | 7 | April & Oct. | " | 1883 | 90 |
| 1st Mortgage (new) guar. by Erie | 3,0 | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-------------|-------|-------------------|------------|-------|--------|--|-------------|-------|-------------------|---------------|-------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Chicago, Cincinnati and Louisv.: | | | | | | | Columbus and Hocking Valley: | | | | | | |
| 1st Mortgage..... | \$1,000,000 | 7 | Jan. & July. | New York. | 1887 | .... | 1st Mortgage skg fund..... | \$1,498,000 | 7 | April & Oct. | New York. | 1897 | .... |
| Chicago, Danville and Vincennes: | | | | | | | 2d Mortgage..... | 118,000 | 7 | Jan. & July. | " | 1880 | .... |
| 1st Mortgage S. F. ....gold | 2,500,000 | 7* | April & Oct. | New York. | 1909 | 87½ | Columbus, Springfield and Cin.: | | | | | | |
| Chicago, Dubuque & Minnesota: | | | | | | | 1st Mortgage for \$1,000,000..... | | 7 | | New York. | 18— | .... |
| 1st Mortgage guaranteed..... | 25,000pm | 7 | April & Oct. | New York. | 1901 | 89½ | Columbus and Xenia: | | | | | | |
| Chicago and Illinois Southern: | | | | | | | 1st Mortgage..... | 302,000 | 6 | March & Sept. | New York. | 1890 | .... |
| 1st Mortgage, 162 miles..... | 3,078,000 | 8 | March & Sept. | New York. | 1900 | .... | Concord and Claremont: | | | | | | |
| Chicago, Iowa and Nebraska: | | | | | | | 1st and 2d Mortgage..... | 374,000 | 6 | | Boston. | Due. | .... |
| 2d (now 1st) Mortgage guar..... | 591,700 | 7 | Jan. & July. | New York. | 1880 | 95 | Connecticut and Passumpsic Riv.: | | | | | | |
| 3d (now 2d) mortgage..... | 218,000 | 7 | Feb. & Aug. | " | 1892 | .... | 1st Mortgage skg fund, 1856..... | 455,800 | 6 | June & Dec. | Boston. | 1876 | 92½ |
| Chicago & Milwaukee (C. & N.W.): | | | | | | | Notes payable, coupon tax free. | 559,429 | 7 | " | " | 1878 | 99½ |
| 1st Mortgage on 45 miles guar..... | 397,000 | 7 | May & Nov. | New York. | 1874 | .... | Connecticut River: | | | | | | |
| 1st Mortgage (consol.) 85 m. guar. | 1,129,000 | 7 | Jan. & July. | " | 1898 | 96 | 1st Mortgage skg fund..... | 250,000 | 6 | March & Sept. | Boston. | 1878 | .... |
| Chicago and Northwestern: | | | | | | | Connecticut Western: | | | | | | |
| Prof. sinking fund b'ds (193 m.). | 1,245,500 | 7 | Feb. & Aug. | New York. | 1885 | 101 | 1st Mortgage..... | 81,500 | 7 | | Hartford. | 18— | .... |
| Interest (f'ded coup.) b'ds (193m.). | 755,000 | 7 | May & Nov. | " | 1883 | 94 | Connecting (Philadelphia): | | | | | | |
| 1st Mortgage General (193 m.). | 3,588,000 | 7 | Feb. & Aug. | " | 1885 | 99½ | 1st Mortgage..... | 1,000,000 | 6 | March & Sept. | Philadelphia. | 1890 | 89 |
| 1st Mortgage, Appleton Ext..... | 184,000 | 7 | " | " | 1885 | .... | Contoocook River: | | | | | | |
| 1st Mortgage, Green Bay Ext..... | 300,000 | 7 | " | " | 1885 | .... | 1st Mortgage..... | 30,000 | 6 | | Boston. | 18— | .... |
| Equipment Mortgage..... | 101,000 | 7 | April & Oct. | " | 1874 | .... | Cooperstown and Susq. Valley: | | | | | | |
| 1st Mort. (Gal. & Chic. U. R. R.) | 1,785,000 | 7 | Feb. & Aug. | " | 1882 | .... | 1st Mortgage..... | 100,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| 2d Mort. (Gal. & Chic. U. R. R.) | 948,000 | 7 | May & Nov. | " | 1875 | .... | Coun. Bluffs & St. J. (K. St. J. & C.B.) | | | | | | |
| Miss. Riv. Bridge (") | 200,000 | 7 | Jan. & July. | " | 1884 | .... | 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| 1st Mort. (Elgin and State Line). | 135,000 | 7 | " | " | 1878 | .... | 2d Mortgage..... | 150,000 | 10 | " | " | 1872 | .... |
| 1st Mortgage (Peninsula)..... | 767,000 | 7 | March & Sept. | " | 1898 | .... | Covington and Lex. (Ky. Cen.): | | | | | | |
| Consol. skg fund Mort. (800 m.). | 2,590,000 | 7 | May & Nov. | " | 1915 | 92 | 1st Mortgage March 1892..... | 120,000 | 7 | March & Sept. | New York. | 1872 | .... |
| Equipment Mortgage..... | 275,000 | 10 | " | " | 1871 | .... | 2d Mortgage March 1893..... | 844,000 | 7 | " | " | 1883 | .... |
| 1st Mort. (Chic. & Mil. R.R.) 45m. | 397,000 | 7 | May & Nov. | " | 1874 | .... | 3d Mortgage June 1895..... | 237,000 | 7 | June & Dec. | " | 1886 | .... |
| 2d Mort. (Mil. & Chi. R.R.) 40m. | 182,000 | 7 | March & Sept. | " | 1874 | .... | Cumberland Coal and Iron: | | | | | | |
| 3d Mort. (") 40m. | 10,500 | 7 | June & Dec. | " | 1898 | .... | 1st Mortgage of March 1896..... | 803,500 | 6 | March & Sept. | New York. | 1891 | .... |
| 1st Mort. (Chi. & Mil. R. W.) 85m | 1,185,000 | 7 | Jan. & July. | " | 1898 | 96 | 2d Mortgage of May 1, 1893..... | 770,000 | 6 | May & Nov. | " | 17.98 | .... |
| 1st Mort. (Bel. & Mad. R.R.) 46m. | 333,000 | 7 | " | " | 1888 | .... | 1st Mort. (George's Cr.) assumed | 95,800 | 6 | June & Dec. | " | 1881 | .... |
| 1st Mort. (Mad. Exten.) 123 m. g'd | 3,150,000 | 7* | April & Oct. | " | 1911 | .... | Cumberland Valley: | | | | | | |
| 1st Mort. (Men. Exten.) 120 m. g'd | 2,700,000 | 7* | Jan. & July. | " | 1911 | .... | 1st Mortgage..... | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | .... |
| Chicago & Mich. Lake Shore: | | | | | | | 2d Mortgage..... | 109,500 | 8 | " | " | 1908 | .... |
| 1st Mortgage..... | 4,000,000 | 8 | March & Sept. | New York. | 1889 | 84 | Plain bonds..... | 81,800 | 8 | Jan. & July. | " | 1884 | .... |
| Chicago, Pekin & Southwestern: | | | | | | | Danbury and Norwalk: | | | | | | |
| 1st Mortgage.....gold | 15,000pm | 7* | Jan. & July. | New York. | 1891 | .... | 1st Mortgage of 1899..... | 100,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| Chicago, Rock Island and Pacific: | | | | | | | 1st Mortgage of 1899..... | 200,000 | 7 | " | " | 1890 | .... |
| 1st Mortgage (consol.)..... | 9,000,000 | 7 | Jan. & July. | New York. | 1896 | 103½ | Danv. Hazleton & Wilkesbarre: | | | | | | |
| Chi. & Southwestern (C., R. I. & Pac.): | | | | | | | 1st Mortgage tax free 1898..... | 1,400,000 | 7 | April & Oct. | Philadelphia. | 1888 | .... |
| 1st Mort. guar. and tax free, gold | 5,000,000 | 7* | May & Nov. | New York. | 1889 | .... | Davenport and St. Paul: | | | | | | |
| Chillicothe & Brunswick (N.Mo.): | | | | | | | 1st Mortgage of June 1, 1870..... | 20,000pm | 7 | June & Dec. | New York. | 1890 | .... |
| 1st Mortgage guaranteed..... | 500,000 | 8 | Jan. & July. | New York. | 1894 | .... | Dayton and Michigan: | | | | | | |
| Cincinnati, & Balt. (Mar. & Cin.): | | | | | | | 1st Mortgage sinking fund..... | 2,778,000 | 7 | Jan. & July. | New York. | 1884 | .... |
| 1st Mortgage guaranteed..... | 500,000 | 7 | April & Oct. | Baltimore. | 18— | .... | 2d Mortgage..... | 642,000 | 7 | March & Sept. | " | 1879 | .... |
| Cincinnati, Hamilton and Dayton: | | | | | | | 3d Mortgage..... | 700,000 | 7 | April & Oct. | " | 1888 | .... |
| 1st Mort. of 1863 extended..... | 1,250,000 | 7 | May & Nov. | New York. | 1880 | .... | Toledo Depot bonds..... | 169,500 | 7 | March & Sept. | " | 1871 | .... |
| 2d Mortgage of 1865..... | 500,000 | 7 | Jan. & July. | " | 1885 | .... | Dayton and Union: | | | | | | |
| 3d Mortgage of 1867, skg fund.. | 282,000 | 8 | June & Dec. | " | 1877 | .... | 1st Mortgage, registered..... | 149,000 | 7 | March & Sept. | New York. | 1879 | .... |
| Cine. and Indiana (C. Laf. & Chi.): | | | | | | | 2d Mortgage..... | 135,000 | 7 | June & Dec. | " | 1879 | .... |
| 1st Mortgage guaranteed..... | 500,000 | 7 | June & Dec. | New York. | 1892 | .... | Income Bonds..... | 252,445 | 6 | " | " | 1879 | .... |
| 2d Mortgage guaranteed..... | 1,500,000 | 7 | Jan. & July. | " | 77-78 | .... | Dayton and Western: | | | | | | |
| Cincinnati and Indianapolis June: | | | | | | | 1st Mortgage..... | 275,000 | 7 | Jan. & July. | New York. | 1906 | .... |
| 1st Mortgage..... | 1,200,000 | 7 | Jan. & July. | New York. | 1888 | .... | 1st Mortgage..... | 433,000 | 6 | " | " | 1906 | .... |
| 2d Mortgage..... | 800,000 | 7 | March & Sept. | " | 1893 | .... | Decatur & K. St. Louis (T. W. & W.): | | | | | | |
| 1st Mortgage (Newcastle Br.)... | 250,000 | 7 | June & Dec. | " | 1884 | .... | 1st Mortgage..... | 2,700,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| Cincinnati, Lafayette and Chi.: | | | | | | | Decatur, Sullivan and Mattoon: | | | | | | |
| 1st Mortgage.....gold | 20,000pm | 7* | March & Sept. | New York. | 1901 | .... | 1st Mortgage..... | 500,000 | 8 | March & Sept. | New York. | 1901 | .... |
| Cin. and Martinsville (C. & Laf.): | | | | | | | Delaware: | | | | | | |
| 1st Mortgage guaranteed..... | 400,000 | 7 | Jan. & July. | New York. | 1895 | .... | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1875 | .... |
| Cincinnati, Richmond & Chicago: | | | | | | | Delaware State Loan..... | 170,000 | 6 | " | " | 1876 | .... |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | New York. | 1895 | .... | Guaranteed Bonds..... | 100,000 | 6 | " | " | 1875 | .... |
| Cincinnati, Sandusky and Cleve.: | | | | | | | Exten. (Seaf. to Delmar) bonds.. | 100,000 | 6 | " | " | 1880 | .... |
| 1st Mortgage of 1867..... | 1,051,861 | 7 | June & Dec. | New York. | 1890 | 82 | Delaware, Lackawanna & Western: | | | | | | |
| 1st Mort. (San. Day. and Cin.)... | 998,000 | 6 | Feb. & Aug. | Boston. | 1900 | 77½ | 1st Mort. (Lack. & Western)..... | 564,000 | 7 | Jan. & July. | New York. | 1871 | .... |
| 1st Mort. (San. City and Ind.)... | 350,000 | 7 | March & Sept. | " | 1877 | 91½ | 1st Mort. (Eastern Ext.)..... | 1,111,000 | 7 | April & Oct. | " | 1875 | 101½ |
| Cincinnati and Zanesville: | | | | | | | 2d Mort. (General)..... | 1,633,000 | 7 | March & Sept. | " | 1861 | 97 |
| 1st Mortgage..... | 1,300,000 | 7 | May & Nov. | New York. | 1893 | .... | Denver Pacific: | | | | | | |
| Clev. Col. and Cine. (C. C. & I.): | | | | | | | 1st Mortgage (Land grant).....gold | 2,500,000 | 7* | May & Nov. | New York. | 1897 | .... |
| 1st Mortgage \$25,000 a year..... | 385,000 | 7 | June & Dec. | New York. | 71-84 | .... | Des Moines Valley: | | | | | | |
| Clev. Col., Cin. & Indianapolis: | | | | | | | 1st Mortgage (on 154 miles)..... | 2,310,000 | 8 | April & Oct. | New York. | 1877 | .... |
| 1st Mortgage sinking fund..... | 2,004,000 | 7 | May & Nov. | New York. | 1899 | 98 | 1st Mortgage Land grant..... | 4,690,000 | 8 | " | " | 1898 | .... |
| 1st Mort. (C., U. and C. R. R.)... | 365,000 | 7 | June & Dec. | " | 71-84 | .... | Income Bonds..... | 462,000 | 7 | Jan. & July. | " | 1884 | .... |
| 1st Mort. (Bell. and Ind. R.R.)... | 640,000 | 7 | Jan. & July. | " | 70-95 | .... | Detroit, Hillsdale and Indiana: | | | | | | |
| Cleveland and Mahoning: | | | | | | | 1st Mort. (16,000 p. m.)....guar. | 1,080,000 | 8 | June & Dec. | New York. | 1890 | 87½ |
| 1st Mortgage..... | 810,500 | 7 | Feb. & Aug. | New York. | 1873 | .... | Detroit, Lansing & L. Michigan: | | | | | | |
| 3d Mortgage sinking fund..... | 654,500 | 8 | March & Sept. | " | 1876 | .... | 1st Mortgage..... | 3,000,000 | 8 | May & Nov. | New York. | 1890 | .... |
| 1st Mort. (Hubbard Br.) skg f'd. | 117,500 | 7 | Jan. & July. | " | 1881 | .... | 1st Mortgage Ionia and Lansing. | 770,000 | 8 | Jan. & July. | " | 1879 | .... |
| Clev. Mt. Vernon and Delaware: | | | | | | | 2d Mortgage Ionia and Lansing. | 300,000 | 8 | May & Nov. | " | 1880 | .... |
| 1st Mort. for \$1,500,000.....gold | 143,000 | 7* | Jan. & July. | New York. | 1900 | .... | Detroit and Milwaukee: | | | | | | |
| Clev. Painesv. & Ash. (L. Shore): | | | | | | | 1st Mortgage, convertible..... | 2,500,000 | 7 | May & Nov. | New York. | 1875 | .... |
| 1st Mortgage Sunbury and Erie. | 500,000 | 7 | Jan. & July. | New York. | 1874 | 97½ | 2d Mortgage..... | 1,000,000 | 8 | " | " | 1875 | .... |
| 2d Mortgage (registered)..... | 1,000,000 | 7 | " | " | 1880 | .... | 1st Mortgage Funded Coupons. | 623,525 | 7 | Jan. & July. | " | 1875 | .... |
| 3d Mortgage..... | 1,000,000 | 7 | April & Oct. | " | 1892 | 94 | 2d Mortgage Funded Coupons. | 377,115 | 7 | May & Nov. | " | 1875 | .... |
| Cleveland and Pittsburg: | | | | | | | Bonds of June 30, 1898, (cond.) | 1,916,639 | 6 | " | NY & Detroit. | 1886 | .... |
| 2d Mortgage..... | 790,500 | 7 | March & Sept. | New York. | 1873 | .... | Bonds of Sept. 8, 1898..... | 300,000 | 6 | March & Sept. | New York. | 1890 | .... |
| 3d Mortgage..... | 1, | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--------------------------------------|------------|-------|-------------------|---------------|---------|--------|--------------------------------------|-------------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Dubuque and Sioux City: | | | | | | | Grand River Valley (Mich. C.): | | | | | | |
| 1st Mortgage (1st Division)..... | \$300,000 | 7 | Jan. & July. | New York. | 1883 | 93 | 1st Mortgage, guaranteed..... | \$1,000,000 | 8 | Jan. & July. | New York. | 1886 | .... |
| 1st Mortgage (construction)..... | 600,000 | 7 | " " | " " | 1894 | .... | 2d Mortgage, guaranteed..... | 500,000 | 8 | April & Oct. | " " | 1888 | 104 |
| Sinking Fund (convertible)..... | 1,000,000 | 7 | May & Nov. | " " | 1888 | .... | Greenville and Columbia: | | | | | | |
| Dutchess and Columbia: | | | | | | | 1st Mortgage guar. by S. Car.... | 1,426,546 | 7 | Jan. & July. | New York. | '81-'86 | .... |
| 1st Mortgage Jan. 1, 1888..... | 1,500,000 | 7 | Jan. & July. | New York. | 1908 | .... | 1st Mortgage not guaranteed.... | 376,788 | 7 | " " | " " | '81-'86 | .... |
| East Brandywine & Waynesburg: | | | | | | | Greenwich and Johnsonville: | | | | | | |
| 1st Mortgage..... | 140,000 | 7 | Jan. & July. | Philadelphia. | 1885 | .... | 1st Mortgage..... | 130,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| 2d Mortgage..... | 35,000 | 8 | " " | " " | 1873 | .... | Hackensack & New York (Erie): | | | | | | |
| East Pennsylvania (Ph. & Rdg.): | | | | | | | 1st Mortgage..... | 62,000 | 7 | Jan. & July. | New York. | 1872 | .... |
| 1st Mortgage, guar. Skg Fund.... | 425,000 | 7 | March & Sept. | Philadelphia. | 1888 | 90 | Hackensack & N. York Ext.(Erie): | | | | | | |
| East Tenn. & Georgia (E.T.V. & G.): | | | | | | | 1st Mortgage of May 1, 1869..... | 129,100 | 7 | May & Nov. | New York. | 1889 | .... |
| 1st Mortgage..... | 640,000 | 6 | Jan. & July. | New York. | 1880 | .... | Hannibal and Naples: | | | | | | |
| Interest bonds (funded coupons) | 136,400 | 7 | " " | " " | 1876 | .... | 1st Mortgage of Nov. 1, 1868.... | 675,000 | 7 | May & Nov. | New York. | 1898 | 88 |
| East Tennessee, Virginia & Ga.: | | | | | | | Hannibal & Cen. Mo. (C. & Alton): | | | | | | |
| 1st Mortgage, consol. skg fund.... | 3,500,000 | 7 | Jan. & July. | New York. | 1900 | .... | 1st Mortgage guaranteed..... | 15,000pm | 7 | Jan. & July. | New York. | 1890 | .... |
| Eastern Mass.: | | | | | | | Hannibal and St. Joseph: | | | | | | |
| State Loan (1st Lien) \$50,000 a yr. | 250,000 | 6 | J. A. J. & O. | Boston. | 1874 | .... | Mo. State Loan, 1851..... | 1,500,000 | 6 | Jan. & July. | New York. | 1871 | 93 |
| Loan of 1862, sterling..... | 383,000 | 6 | Jan. & July. | London. | 1872 | .... | Mo. State Loan, 1855..... | 1,500,000 | 6 | " " | " " | 1885 | .... |
| Loan 1864, convertible..... | 750,000 | 6 | Feb. & Aug. | Boston. | 1874 | 98 | Six years Mortgage bonds..... | 69,000 | 10 | " " | " " | 1872 | .... |
| Loan of 1865..... | 160,000 | 6 | April & Oct. | " " | 1885 | 95 | Three years' notes..... | 810,000 | 8 | " " | " " | 1873 | .... |
| Loan of 1868..... | 1,000,000 | 6 | March & Sept. | " " | 1888 | .... | Five years' notes..... | 1,024,300 | 8 | " " | " " | 1875 | .... |
| Loan of 1869..... | 500,000 | 6 | May & Nov. | " " | 1889 | 95 | Fifteen years' bonds..... | 1,209,500 | 8 | " " | " " | 1885 | 94 |
| Essex Railroad 1st Mortgage..... | 194,400 | 6 | Jan. & July. | " " | 1876 | 90 | 1st Mort. (Q. and Palmyra R.R.) | 600,000 | 8 | Feb. & Aug. | " " | 1892 | 97 |
| Eastern Shore (Md.): | | | | | | | 1st Mort. (Kan. City & Cam.R.R.) | 1,200,000 | 10 | Jan. & July. | " " | 1892 | 100 |
| 1st Mortgage..... | 400,000 | 6 | Jan. & July. | Baltimore. | 1880 | .... | Land Mortgage..... | 1,503,700 | 7 | April & Oct. | " " | 1888 | 106 |
| 2d Mortgage..... | 180,000 | 6 | April & Oct. | " " | 1886 | .... | Convertible Mortgage..... | 5,600 | 7 | Jan. & July. | " " | 1888 | .... |
| Elizabethtown and Paducah: | | | | | | | Hanover Branch (Mass.): | | | | | | |
| 1st Mortgage, convertible..... | 3,000,000 | 8 | March & Sept. | New York. | 1890 | .... | 1st Mortgage..... | 60,000 | 7 | Jan. & July. | Boston. | 1889 | .... |
| Elmira and Williamsport (N. Cen.): | | | | | | | Harlem Extension: | | | | | | |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 94 | 1st Mortgage of Jan. 1, 1870.... | 4,000,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| Income Mortgage..... | 570,000 | 5 | May & Nov. | " " | 1872 | .... | Harrisburg & Lancaster (Pa.R.R.): | | | | | | |
| Keokuk & Elmira (Elmira) bond.... | 50,000 | 7 | " " | " " | .... | .... | 1st Mortgage, guaranteed..... | 700,000 | 6 | Jan. & July. | Philadelphia. | 1883 | 95 |
| Erie Railroad: | | | | | | | Hartford and New Haven: | | | | | | |
| 1st Mortgage..... | 3,000,000 | 7 | May & Nov. | New York. | 1877 | 100 | 1st Mortgage..... | 754,000 | 6 | Jan. & July. | New York. | 1873 | .... |
| 2d Mortgage convertible..... | 4,000,000 | 7 | March & Sept. | " " | 1879 | 95 | Hartford, Providence and Fishkill: | | | | | | |
| 3d Mortgage..... | 6,000,000 | 7 | " " | " " | 1883 | 91 | 1st Mort. (R. Island 26.32 m.)... | 481,000 | 7 | Jan. & July. | Providence. | 1876 | .... |
| 4th Mortgage convertible..... | 4,441,000 | 7 | April & Oct. | " " | 1880 | 89 | 1st Mort. (Connecticut 96.04 m.) | 1,574,500 | 7 | " " | Hartford. | 1876 | .... |
| 5th Mortgage convertible..... | 928,500 | 7 | June & Dec. | " " | 1888 | 83 | Hastings and Dakota: | | | | | | |
| Buffalo Branch, 1st mortgage..... | 186,400 | 7 | Jan. & July. | " " | 1891 | .... | 1st Mortgage..... | 20,000pm | 7 | Jan. & July. | New York. | 1900 | .... |
| Sterling Loan (\$1,000,000) conv. | 4,844,400 | 6 | March & Sept. | London. | 1875 | .... | Hempfield: | | | | | | |
| Erie and Pittsburgh (Penn.): | | | | | | | 1st Mortgage (part collateral)... | 1,000,000 | 6 | Jan. & July. | Philadelphia. | 1872 | .... |
| 1st Mortgage..... | 749,400 | 7 | Jan. & July. | Philadelphia. | 1882 | .... | Housatonic: | | | | | | |
| 2d Mortgage..... | 153,000 | 7 | March & Sept. | " " | 1890 | .... | 1st Mortgage sinking fund..... | 191,000 | 7 | Jan. & July. | Bridgeport. | 1877 | .... |
| Consolidated Mortgage tax free. | 1,074,000 | 7 | Jan. & July. | " " | 1893 | .... | 2d Mortgage..... | 100,000 | 7 | Feb. & Aug. | " " | 1885 | .... |
| European & North American: | | | | | | | 3d Mortgage of 1869..... | 50,000 | 7 | April & Oct. | " " | 1889 | .... |
| B'gor L'n, 1st on 65m. & 2d on 45m. | 1,000,000 | 6 | Jan. & July. | N. Y. & Lond. | 1898 | .... | Houston and Texas Central: | | | | | | |
| 1st m. R.R. & L'd (B.to W) in 45 m | 2,000,000 | 6 | " " | " " | 1899 | .... | 1st Mortgage L.G. skg fund, gold | 3,400,000 | 7 | Jan. & July. | New York. | 1891 | .... |
| Evansville and Crawfordsville: | | | | | | | Hudson River (N.Y. Cen. & H.R.): | | | | | | |
| 1st Mortgage (Ev. & Ill. R.R.)... | 350,000 | 7 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage..... | 200,000 | 7 | Feb. & Aug. | New York. | 1870 | .... |
| 1st Mortgage (Ev. & Chi. R.R.)... | 740,000 | 7 | May & Nov. | " " | 1889 | .... | 2d Mortgage, sinking fund..... | 1,894,000 | 7 | June & Dec. | " " | 1885 | 107 |
| 1st Mort (Rockville Extension)... | 150,000 | 7 | Feb. & Aug. | " " | 1881 | .... | 3d Mortgage..... | 180,000 | 7 | May & Nov. | " " | 1875 | 101 |
| Consolidated Mortgage..... | .... | 7 | Jan. & July. | " " | 1889 | .... | Huntington and Broad Top Mt.: | | | | | | |
| Evansville, Henderson & Nashv.: | | | | | | | 1st Mort. (extended 1870 to 1890) | 416,000 | 7 | April & Oct. | Philadelphia. | 1890 | 101 |
| 1st Mortgage of July 1, 1887..... | 1,000,000 | 7 | Jan. & July. | New York. | 1897 | .... | 2d Mortgage..... | 267,500 | 7 | Feb. & Aug. | " " | 1875 | 85 |
| Fall River, Warren & Providence: | | | | | | | 1st Mortgage (Consol.)..... | 1,069,000 | 7 | April & Oct. | " " | 1895 | 47 |
| 1st Mortgage..... | 150,000 | 7 | Jan. & July. | Providence. | 1882 | .... | Illinois Central: | | | | | | |
| Flemington (Belv. Del.): | | | | | | | 1st Mortgage Construction..... | 3,090,000 | 7 | April & Oct. | New York. | 1875 | 106 |
| 1st Mortgage guaranteed..... | 100,000 | 6 | Jan. & July. | Princeton. | 1877 | .... | 1st Mortgage Construction..... | 332,000 | 6 | " " | " " | 1875 | .... |
| Font and Pere Marquette: | | | | | | | Redemption currency..... | 2,500,000 | 6 | " " | " " | 1890 | .... |
| 1st Mortgage L. G., 1st mort.... | 267,000 | 7 | May & Nov. | New York. | 1880 | .... | Redemption, sterling..... | 2,500,000 | 6 | " " | London. | 1890 | .... |
| 1st Mortgage L. G., 2d mort.... | 319,000 | 7 | Jan. & July. | " " | 1887 | .... | Illinois & South. Iowa (T.W. & W.): | | | | | | |
| 1st Mortgage L. G., 3d mort.... | 1,200,000 | 8 | March & Sept. | " " | 1888 | .... | 1st Mortgage..... | 300,000 | 7 | Feb. & Aug. | New York. | 1882 | 88 |
| P. & Holly R.R. b'ds (\$25,000 a yr) | 500,000 | 10 | May & Nov. | " " | 1888 | .... | Indiana and Illinois Central: | | | | | | |
| Flushing & North Side (L. I.): | | | | | | | 1st Mortgage..... | 2,750,000 | 7 | Jan. & July. | N.Y. & Lond. | 1900 | .... |
| 1st Mortgage..... | 825,000 | 7 | Jan. & July. | New York. | 1889 | .... | Indianapolis, Blooming. & West: | | | | | | |
| Fonda, Johnstown & Gloversville: | | | | | | | 1st Mortgage, conv..... | 5,000,000 | 7 | April & Oct. | New York. | 1909 | .... |
| 1st Mortgage..... | 300,000 | 7 | " " | New York. | 1889 | .... | 2d Mortgage..... | 1,500,000 | 8 | " " | " " | 1890 | .... |
| Fort W. Jackson & Sag. (Mich. C.): | | | | | | | Indianapolis, Cin. and Lafayette: | | | | | | |
| 1st Mortgage guaranteed..... | 1,500,000 | 8 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage (Ind. & Cin.) 95 m | 1,539,500 | 7 | April & Oct. | New York. | 1888 | .... |
| Fort W. Muncie & Cin. (F.W.J. & S.): | | | | | | | 1st Mortgage (I. C. & L.) 179 m. | 2,770,000 | 7 | Feb. & Aug. | " " | 1897 | .... |
| 1st Mortgage guaranteed..... | 1,800,000 | 7 | Jan. & July. | New York. | 1889 | .... | 1st Mortgage (") 179 m. | 1,566,000 | 7 | June & Dec. | " " | 1899 | 68 |
| Galena & Chic. Union (C. & N.W.): | | | | | | | 1st Mortgage (Cin. and Ind.)... | 500,000 | 7 | " " | " " | 1893 | .... |
| 1st Mortgage..... | 1,807,000 | 7 | Feb. & Aug. | New York. | 1882 | 105 | 2d Mort. (C. & I.) 10, 15 & 20 yrs. | 1,500,000 | 7 | Jan. & July. | " " | '77-'78 | .... |
| 2d Mortgage..... | 985,000 | 7 | May & Nov. | " " | 1875 | 96 | Indianapolis, Crawfordsv. & Danv.: | | | | | | |
| Miss. River Bridge bonds..... | 200,000 | 7 | Jan. & July. | " " | 1884 | .... | 1st Mortgage..... | 1,500,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| Georgia: | | | | | | | 1st Mortgage of May 1, 1862.... | 397,000 | 7 | May & Nov. | New York. | 1882 | .... |
| Bonds (various)..... | 681,000 | 7 | Jan. & July. | Augusta. | '71-'86 | .... | Indianapolis & Vincen. (Pa.R.R.): | | | | | | |
| Goshen and Deckertown (Erie): | | | | | | | 1st Mortgage guaranteed..... | 1,700,000 | 7 | Feb. & Aug. | New York. | 1908 | .... |
| 1st Mortgage..... | 226,500 | 7 | Jan. & July. | New York. | 1889 | .... | 2d Mortgage guaranteed..... | 1,480,000 | 7 | May & Nov. | " " | 1889 | .... |
| Gr. Rapids & Indiana (P.F.W. & C.): | | | | | | | Ionia & Lansing (D.L. & L. Mich.): | | | | | | |
| 1st Mortgage guar half yr. gold | 4,000,000 | 7 | Jan. & July. | New York. | 1899 | .... | 1st Mortgage assumed..... | 770,000 | 8 | Jan. & July. | New York. | 1879 | .... |
| 1st Mortgage half year.....gold | 4,000,000 | 7 | April & Oct. | " " | 1899 | .... | 2d Mortgage assumed..... | 300,000 | 8 | May & Nov. | " " | 1880 | .... |
| Grand Trunk (Can.): | | | | | | | Iowa Falls & Sioux City (Ill. Cen.): | | | | | | |
| 1st Preference Bonds £2,703,325. | 13,516,625 | 5 | Jan. & July. | London. | .... | .... | 1st Mortgage of April 1, 1869.... | 2,960,000 | 7 | April & Oct. | New York. | 1899 | .... |
| 2d Preference Bonds £1,610,384. | 8,051,320 | 4 | " " | " " | .... | .... | Iowa Midland (C. & N. W.): | | | | | | |
| 3d Preference Stock £758,510.... | 3,792,550 | 4 | " " | " " | .... | .... | 1st Mort. of Aug. 1, 1870 guar.... | 18,000pm | 8 | Feb. & Aug. | New York. | 1900 | .... |
| 4th Preference Stock £5,571,210.. | | | | | | | | | | | | | |

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

1445

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|--|-------------|-------|-------------------|----------------|---------|--------|---|-----------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Jeffersonville, Madison & Indian: | | | | | | | Lehigh Valley: | | | | | | |
| 1st Mortgage of Oct. 1, 1866..... | \$2,107,000 | 7 | April & Oct. | New York. | 1906 | .... | 1st Mort. of 1858..... | \$963,000 | 6 | April & Oct. | Philadelphia. | 1872 | .... |
| 5d Mortgage of Oct. 1, 1870..... | 2,000,000 | 7 | " " | " " | 1910 | .... | 1st Mort. of 1868 (coup & reg.) free | 3,343,000 | 6 | June & Dec. | " " | 1898 | 94 |
| 1st Mortgage (Ind. & Mad.) guar. | 397,000 | 7 | May & Nov. | " " | 1882 | .... | 1st Mort. of '70 (reg.) for \$6,000,000 | 1,050,000 | 7 | " " | " " | 1900 | 101 |
| 2d Mortgage (Jeffersonville)..... | 345,000 | 7 | April & Oct. | " " | 1873 | .... | 1st Mort. (Hazleton R.R.) of 1862 | 132,000 | 6 | April & Oct. | " " | 1872 | .... |
| Louisville Loan (Jefferson R.R.) | 74,000 | 6 | " " | " " | 1882 | .... | Lewey's Island (S. C. & P.): | | | | | | |
| Joliet and Chicago (C. & Alton): | | | | | | | 1st Mortgage (Calais Loan)..... | 130,000 | 6 | June & Dec. | Calais. | 1876 | .... |
| 1st Mortgage skg fund guar..... | 410,000 | 8 | Jan. & July. | New York. | 1882 | 106 | Little Miami & Colum. & Xenia: | | | | | | |
| Joliet & Northern Ind. (Mich. C.): | | | | | | | 1st Mortgage..... | 1,480,000 | 6 | May & Nov. | New York. | 1883 | .... |
| 1st Mortgage, guaranteed..... | 800,000 | 8 | Jan. & July. | New York. | 1874 | .... | Cincinnati Loan..... | 100,000 | 6 | June & Dec. | Cincinnati. | 1880 | .... |
| Junction (Cin. & Indianapolis): | | | | | | | 1st Mortgage (Col. & Xenia).... | 307,000 | 6 | March & Sept. | New York. | 1890 | .... |
| 1st Mortgage..... | 1,200,000 | 7 | Jan. & July. | New York. | 1888 | .... | 1st Mortgage (D. & Western).... | 275,000 | 7 | Jan. & July. | " " | 1906 | .... |
| 2d Mortgage..... | 800,000 | 7 | March & Sept. | " " | 1893 | .... | 1st Mortgage (")..... | 433,000 | 6 | " " | " " | 1906 | .... |
| 1st Mortgage (Newcastle Br.).... | 250,000 | 7 | June & Dec. | " " | 1884 | .... | Little Rock and Fort Smith: | | | | | | |
| Junction, Philadelphia: | | | | | | | 1st Mortgage for \$3,500,000 gold | ..... | 6* | Jan. & July. | Boston | 1890 | .... |
| 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | Philadelphia. | 1882 | .... | Little Rock, Pine Bluff & N. O.: | | | | | | |
| 2d Mortgage..... | 300,000 | 6 | April & Oct. | " " | 1900 | 90 | 1st Mortgage..... | ..... | 7* | " " | New York. | 1889 | .... |
| Junction and Breakwater: | | | | | | | Little Schuylkill (P. & Rdg.): | | | | | | |
| 1st Mort. guar. by Delaware..... | 400,000 | 6 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage, guaranteed..... | 783,000 | 7 | April & Oct. | Philadelphia. | 1877 | .... |
| Kalam., Alleg. & Gr. R. (L.S. & M.S.): | | | | | | | Logansport, Crawf. & S'wstn Ind.: | | | | | | |
| 1st Mort. assumed by lessees..... | 840,000 | 8 | Jan. & July. | New York. | 1888 | 95 | 1st Mortgage..... | 1,500,000 | 8 | J. A. J. O. | New York. | 1890 | .... |
| Kalamazoo, & S. Haven (M. Cen.): | | | | | | | Long Branch and Sea Shore: | | | | | | |
| 1st Mortgage guaranteed..... | 640,000 | 8 | May & Nov. | New York. | 1889 | 104 | 1st Mortgage..... | 200,000 | 6 | Jan. & July. | New York. | 1889 | .... |
| Kalam. & Three Riv. (L.S. & M.S.): | | | | | | | Long Island: | | | | | | |
| 1st Mortgage, guaranteed..... | 100,000 | 8 | Jan. & July. | New York. | 1887 | .... | 1st Mortgage..... | 500,000 | 6 | Jan. & July. | New York. | 1875 | .... |
| Kalam. & W. Pigeon (L.S. & M.S.): | | | | | | | 1st Mortgage (Extension)..... | 175,000 | 7 | Feb. & Aug. | " " | 1890 | .... |
| 1st Mortgage, guaranteed..... | 400,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage (Glen Cove Br.).... | 150,000 | 6 | May & Nov. | " " | 1893 | .... |
| Kansas City and Santa Fe: | | | | | | | General Mortgage of 1869..... | 775,000 | 8 | " " | " " | 1899 | .... |
| 1st Mortgage, tax free..... | 720,000 | 10 | May & Nov. | New York. | 1890 | .... | Louisville & Miss. Riv. (Ch. & Al): | | | | | | |
| Kan. City, St. Jo. & Coun. Bluffs: | | | | | | | 1st Mortgage, guaranteed..... | 20,000pm | 7 | Jan. & July. | New York. | 1889 | .... |
| 1st Mortgage (consolid.) 264 m.: | 687,000 | 8 | March & Sept. | N.Y. & Bost'n. | 1890 | .... | Louisville, Cin. and Lexington: | | | | | | |
| 1st Mort. (C. B. & St. Jo. 52 m.)... | 500,000 | 7 | Jan. & July. | " " | 1880 | .... | 1st Mortgage (Cincinnati Br.).... | 3,000,000 | 7 | Jan. & July. | New York. | 1897 | .... |
| 2d Mort. (" " " " " " " " " ") | 150,000 | 10 | " " | " " | 1872 | .... | 2d Mortgage (general)..... | 1,000,000 | 8 | April & Oct. | " " | 1900 | .... |
| 1st Mort. (St. Jo. & C. B. 80 m.)... | 1,400,000 | 10 | March & Sept. | " " | 1892 | 97 | 1st Mort. (L.O. & Frankfort Br.)... | 82,000 | 6 | Jan. & July. | " " | '71-'80 | .... |
| 2d Mort. (" " " " " " " " " ") | 539,500 | 8 | June & Dec. | " " | 1874 | 91 | Louisv. Loan (" " " " " " " ") | 100,000 | 6 | " " | " " | 1881 | .... |
| 1st Mort. (Mo. Valley 61 m.)..... | 1,500,000 | 7 | Feb. & Aug. | New York. | 1893 | .... | 1st Mort. (Lex. & Frankfort).... | 25,000 | 6 | " " | " " | 1874 | .... |
| 1st Mort. (" " " " " " " " " ") | 1,500,000 | 7 | " " | " " | 1893 | .... | Louisville and Nashville: | | | | | | |
| Kansas Pacific (U. Pac. E. D.): | | | | | | | 1st Mortgage, (Main Stem) 1858. | 1,285,000 | 7 | Jan. & July. | New York. | 1877 | .... |
| 1st Mort. on R.R. 140 m....gold | 2,240,000 | 6* | Feb. & Aug. | New York. | 1895 | .... | Louisville Loan (Main Stem).... | 849,000 | 6 | April & Oct. | " " | '86-'87 | .... |
| 1st Mort. on R.R. 254 m....gold | 4,083,000 | 6* | June & Dec. | " " | 1896 | .... | Louisville Loan (Lebanon Br.).... | 225,000 | 6 | May & Nov. | " " | 1887 | .... |
| 1st Mort. on Branch 34 m.... | 600,000 | 7 | May & Nov. | " " | 1896 | .... | 1st Mortgage (Memphis Br.).... | 197,000 | 7 | " " | " " | '71-'75 | .... |
| Land Gr. Mort. on 2,000,000 acres | 318,000 | 7 | March & Sept. | " " | '71-'76 | .... | 1st Mortgage (Bardstown Br.).... | 1,000 | 7 | Jan. & July. | " " | 1870 | .... |
| 1st M. on R.R. 245 m. & 3,000,000 a | 6,500,000 | 7 | May & Nov. | " " | 1899 | .... | 1st Mort. (Lebanon Br. Ext.).... | 88,000 | 7 | May & Nov. | " " | '80-'85 | .... |
| 1st M. on lands E. of 390th m. gold | 2,000,000 | 7 | Jan. & July. | " " | 1880 | .... | Louisville Loan (Leb. Br. Ext.)... | 333,000 | 6 | April & Oct. | " " | 1893 | .... |
| 2d Mort. (U.S. Subsidy) on 394 m. | 6,303,000 | 6 | " " | " " | '95-'97 | .... | Consolid. mort. of April 1, 1868. | 5,500,000 | 7 | " " | " " | 1898 | .... |
| 3d Mort. Income on 428 m.... | 4,275,000 | 7 | (after 5 years.) | " " | 1916 | .... | Lowell & Lawrence (B. & L.): | | | | | | |
| Kent County (Del.): | | | | | | | 1st Mortgage, guaranteed..... | 67,700 | 6 | April & Oct. | Boston. | 1878 | .... |
| 1st Mortgage..... | 600,000 | 6 | Jan. & July. | Philadelphia. | 1879 | .... | Macon and Brunswick: | | | | | | |
| Kentucky Central (Cov. & Lex.): | | | | | | | 1st Mort. endorsed by State..... | 1,950,000 | 7 | Jan. & July. | New York. | '87-'90 | .... |
| 1st Mortgage March 1852..... | 123,000 | 7 | March & Sept. | New York. | 1872 | .... | 2d Mortgage of 1869..... | 1,000,000 | 7 | April & Oct. | " " | 1889 | 84 |
| 2d Mortgage March 1863..... | 544,000 | 7 | " " | " " | 1883 | .... | 3d Mort. of 1870 endor. by State. | 1,000,000 | 7 | May & Nov. | " " | 1890 | .... |
| 3d Mortgage June 1865..... | 237,000 | 7 | June & Dec. | " " | 1885 | .... | Equipment Mortgage..... | 150,000 | ..... | " " | " " | .... | .... |
| Keokuk, Iowa City and Minn.: | | | | | | | Macon and Western: | | | | | | |
| 1st Mortgage..... | 20,000pm | 7 | Jan. & July. | New York. | 1891 | .... | 1st Mortgage of Oct. 1870..... | 150,000 | 7 | April & Oct. | New York. | 1880 | .... |
| 2d Mortgage..... | 5,000pm | 7 | " " | " " | 1891 | .... | Madison and Portage: | | | | | | |
| Keokuk and St. Paul (C.B. & Q.): | | | | | | | 1st Mortgage..... | 450,000 | 7 | April & Oct. | New York. | 1895 | .... |
| 1st Mortgage, guar. and tax free. | 1,000,000 | 8 | April & Oct. | New York. | 1879 | 96 | Maine Central: | | | | | | |
| Lackawanna and Bloomsburg: | | | | | | | Loan of 1860-'61 (A. & Ken.)... | 1,100,000 | 6 | Feb. & Aug. | Boston. | '96-'01 | .... |
| 1st Mortgage..... | 900,000 | 7 | Jan. & July. | New York. | 1875 | .... | Bonds, exchangeable for new 7s. | 163,000 | 6 | June & Dec. | " " | 1871 | .... |
| 1st Mortgage (Extension)..... | 400,000 | 7 | March & Sept. | Philadelphia. | 1885 | .... | Loan (new) for \$1,100,000..... | 451,200 | 7 | Jan. & July. | " " | 1898 | .... |
| 2d Mortgage..... | 500,000 | 7 | April & Oct. | " " | 1880 | .... | Mort. (Ext.) for \$500,000....gold | 112,000 | 6* | April & Oct. | " " | 1900 | .... |
| 2d Mortgage (Extension)..... | 200,000 | 7 | May & Nov. | " " | 1890 | .... | 1st Mort. (B.to P. & Ken.) exch. 7s | 577,000 | 6 | " " | " " | 1872 | .... |
| Income Mortgage..... | 200,000 | 10 | Jan. & July. | " " | 1871 | .... | 2d Mort. (Penob. & Ken.)..... | 159,500 | 6 | Feb. & Aug. | " " | 1870 | .... |
| Income Mortgage..... | 79,335 | 7 | April & Oct. | " " | 1871 | .... | Mansfield & Framigh. (B.C. & F.): | | | | | | |
| La C. Trempe & Pres. (C. & N.W.): | | | | | | | 1st Mortgage, guaranteed..... | 300,000 | 7 | Jan. & July. | Boston. | 1889 | 80 |
| 1st Mortgage, guaranteed..... | 800,000 | 7 | " " | New York. | .... | ... | Marietta and Cincinnati: | | | | | | |
| Lafayette, Bloomington & Miss.: | | | | | | | 1st Mortgage, Sterling..... | 1,050,000 | 7 | Feb. & Aug. | London. | 1891 | .... |
| 1st Mortgage..... | 1,300,000 | 8 | " " | New York. | .... | ... | 1st Mortgage Dollar..... | 2,454,528 | 7 | " " | Baltimore. | 1891 | 96 |
| Lafayette, Muncie & Blooming.: | | | | | | | 2d Mortgage..... | 2,500,000 | 7 | May & Nov. | " " | 1896 | 84 |
| 1st Mortgage..... | 1,500,000 | 8 | " " | New York. | .... | ... | 3d Mortgage for \$3,000,000.... | 2,000,000 | 8 | Jan. & July. | " " | 1890 | 79 |
| Lake Erie and Louisville: | | | | | | | 1st Mort. (Scioto & Hocking).... | 300,000 | 7 | May & Nov. | New York. | 1896 | .... |
| 1st Mortgage for \$1,600,000..... | 500,000 | 7 | Jan. & July. | New York. | 1896 | .... | Baltimore Loan to Union R. R. | 20,000 | 7 | " " | Baltimore. | .... | .... |
| Lake Shore & Michigan So.: | | | | | | | Marietta and Pittsburgh: | | | | | | |
| Sunbury B'ds (CP & ARR 95m) | 500,000 | 7 | Jan. & July. | New York. | 1874 | .... | 1st Mort. of Aug. 1, 1869....gold | 14,000pm | 7* | Feb. & Aug. | Philadelphia. | 1895 | .... |
| Regia. Bonds (" " " " " " " ") | 1,000,000 | 7 | " " | " " | 1880 | .... | Marquette and Ontonagon: | | | | | | |
| 3d Mortgage (" " " " " " " ") | 1,000,000 | 7 | April & Oct. | " " | 1892 | .... | 1st Mortgage..... | 150,000 | 8 | June & Dec. | Boston. | 1875 | .... |
| Divid'd Bonds (L. S. R.R. 258 m) | 1,500,000 | 7 | " " | " " | 1899 | 92 | Maryland and Delaware: | | | | | | |
| S. Fund Bonds (L.S. & M.S.) 013m | 2,000,000 | 7 | " " | " " | 1879 | .... | 1st Mortgage..... | 850,000 | 6 | May & Nov. | Boston. | 1885 | 50 |
| Consol. M. reg. (" " " " " " " ") | 597,000 | 7 | J. A. J. & O. | " " | 1900 | .... | 2d Mortgage..... | 150,000 | 6 | June & Dec. | " " | 1889 | .... |
| Consol. M. coup. (" " " " " " " ") | 63,000 | 7 | Jan. & July. | " " | 1900 | .... | Memphis and Charleston: | | | | | | |
| 1st Mort. (M.S. & N. In. R.R. 521m) | 5,256,000 | 7 | May & Nov. | " " | 1885 | 101 | 1st Mortgage, Convertible..... | 1,293,000 | 7 | March & Sept. | New York. | 1880 | .... |
| 2d Mort. (" " " " " " " " " ") | 2,693,000 | 7 | " " | " " | 1877 | 98 | 2d Mortgage..... | 1,000,000 | 7 | Jan. & July. | " " | 1885 | .... |
| 1st Mort. (Junc. R.R. 494 m.)... | 115,000 | 7 | June & Dec. | " " | 1872 | .... | Tenn. Loan..... | 1,864,387 | 6 | " " | " " | 1890 | .... |
| S. Fund (Clev. & Tol. R.R. 1624m) | 2,014,000 | 7 | Jan. & July. | " " | 1885 | .... | Memphis and Little Rock: | | | | | | |
| M. of '66 (" " " " " " " " " ")</ | | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---------------------------------------|-------------|-------|-------------------|---------------|-----------|--------|---------------------------------------|-----------|-------|-------------------|---------------|------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Midland Pacific: | | | | | | | Newark and New York (Cent.): | | | | | | |
| 1st Mortgage.....gold | \$1,100,000 | 7* | Jan. & July. | New York. | 1900 | .... | 1st Mortgage..... | \$600,000 | 7 | Jan. & July. | New York. | 1891 | .... |
| Mifflin & Centre Co. (Pa. R. R.): | | | | | | | Newark, Somerset & Stralville: | | | | | | |
| 1st Mortgage, guaranteed..... | 188,000 | 6 | Feb. & Aug. | Philadelphia. | 1897 | .... | 1st Mortgage..... | 800,000 | 7 | May & Nov. | New York. | 1889 | .... |
| Milwaukee & Chicago (C.&N.W.): | | | | | | | New Bedford and Taunton: | | | | | | |
| 1st Mortgage, guaranteed..... | 182,000 | 7 | March & Sept. | New York. | 1874 | .... | 1st Mortgage..... | 172,500 | 6 | Jan. & July. | Boston. | 1881 | .... |
| 2d Mortgage..... | 10,500 | 7 | Jan. & Dec. | " | 1898 | .... | New Brunswick and Canada: | | | | | | |
| Mil. & Prairie du Chien (M.&StP): | | | | | | | 1st Mortgage, Sterling £200,000.. | 972,000 | 6* | May & Nov. | London. | 1867 | .... |
| 1st Mortgage, (assumed)..... | 3,674,000 | 8* | Feb. & Aug. | New York. | 1898 | .... | Newburg & New York (Erie): | | | | | | |
| 2d Mortgage, (")..... | 1,315,000 | 7.5 | " | " | 1898 | .... | 1st Mortgage for \$600,000..... | 250,000 | 7 | Jan. & July. | New York. | 1889 | .... |
| Milwaukee and St. Paul: | | | | | | | New Canaan: | | | | | | |
| 1st Mortgage..... | 5,488,000 | 7 | Jan. & July. | New York. | 1893 | 94 | 1st Mortgage..... | 75,756 | 7 | April & Oct. | New York. | 1889 | .... |
| 1st Mortgage (E. Div. Palmer).... | 792,000 | 8 | May & Nov. | " | 1874 | .... | Newcastle and Beaver Valley: | | | | | | |
| 1st Mort. (Iowa and Minn. Div.)... | 3,782,000 | 7 | Jan. & July. | " | 1897 | 90 | 1st Mortgage for \$150,000..... | 91,800 | 7 | May & Nov. | Philadelphia. | 1882 | .... |
| 1st Mortgage (Minn. Cent.)..... | 208,000 | 7 | " | " | " | .... | New Haven and Darby: | | | | | | |
| 1st Mortgage (Iowa & Dak.)..... | 1,008,000 | 9 | " | " | " | .... | 1st Mortgage for \$150,000..... | 150,000 | 7 | May & Nov. | New Haven. | 1888 | .... |
| 1st Mortgage (F. du C. Div.)..... | 3,674,000 | 8 | Feb. & Aug. | " | 1898 | 107 | New H., Middlet'n & Willman: | | | | | | |
| 2d Mortgage (F. du C. Div.)..... | 1,315,000 | 7.5 | " | " | 1898 | 95 | 1st Mort. for \$3,000,000, tax free. | 2,300,000 | 7 | May & Nov. | New Haven. | 1889 | .... |
| 2d Mortgage 370 miles..... | 1,244,000 | 7 | April & Oct. | " | 1884 | 85 | 2d Mortgage for \$1,500,000..... | 400,000 | 6 | Jan. & July. | " | 1891 | .... |
| Income Mortgage..... | 20,000 | 7 | Jan. & July. | " | " | .... | New H. & Northampton (Canal): | | | | | | |
| Milwaukee City Loan..... | 234,000 | 7 | March & Sept. | " | 1873 | .... | 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1899 | .... |
| Milwaukee and Western bonds..... | 247,000 | 7 | Jan. & July. | " | 1891 | .... | Convertible, tax free..... | 400,000 | 6 | April & Oct. | " | 1880 | .... |
| Real Estate Purchase..... | 148,500 | 7 | various. | " | " | .... | New Jersey (Pennsylvania): | | | | | | |
| Incumbrances assumed..... | 35,073 | 7 | " | " | " | .... | 1st Loan..... | 200,000 | 6 | Feb. & Aug. | New York. | 1875 | .... |
| Mineral Point: | | | | | | | 2d Loan..... | 450,000 | 6 | " | " | 1878 | .... |
| 1st Mortgage, Dec. 21, 1898..... | 320,000 | 10 | Jan. & July. | New York. | 1890 | .... | 3d (State Loan)..... | 10,000 | 6 | " | " | 1887 | .... |
| Minnesota and North Western: | | | | | | | New Jersey Midland (N.Y. & O.M.): | | | | | | |
| 1st Mort. sinking fund.....gold | 20,000pm | 7* | Jan. & July. | New York. | 1895 | .... | 1st Mortgage..... | 3,000,000 | 7* | Jan. & July. | New York. | 1895 | .... |
| Mississippi Central: | | | | | | | 2d Mortgage..... | 400,000 | 7 | " | " | 1891 | .... |
| 1st Mortgage (Miss. Cen.)..... | 1,354,000 | 7 | May & Nov. | New York. | 1873 | .... | New Jersey Southern: | | | | | | |
| 2d Mortgage (")..... | 2,000,000 | 8 | Feb. & Aug. | " | 1876 | .... | 1st Mortgage of Sept. 19, 1869... | 2,000,000 | 7 | May & Nov. | New York. | 1889 | 75 |
| 1st Mort. (Miss. Cen. & Tenn.)... | 25,000 | 6 | April & Oct. | " | 1863 | .... | 1st Mortgage (Tom's Riv. Br.)... | 120,000 | 6 | Feb. & Aug. | " | 1890 | .... |
| Tennessee Loan bonds..... | 1,278,930 | 6 | Jan. & July. | " | 1892 | .... | New Jersey West Line: | | | | | | |
| Mississippi, Ouchita & Red Riv: | | | | | | | 1st Mort. for \$3,000,000.....gold | ..... | 7* | May & Nov. | New York. | 1900 | .... |
| 1st Mortgage.....gold | 12,000pm | 7* | " | " | New York. | 1900 | New London Northern: | | | | | | |
| Land Mort. (257,000 acres).....gold | 1,000,000 | 7* | " | " | " | 1900 | 1st Mortgage..... | 51,000 | 7 | June & Dec. | New London. | 1875 | .... |
| Arkansas State Loan..... | 10,000pm | 7 | " | " | " | 48 | 1st Mortgage, Extended..... | 3,000 | 7 | March & Sept. | " | 1885 | .... |
| Mississippi and Tennessee: | | | | | | | Consol. Mortgage..... | 230,000 | 7 | April & Oct. | New York. | 1888 | .... |
| 1st Mortgage of April 1, 1856.... | 600,000 | 7 | April & Oct. | New York. | 1876 | .... | New O., Baton-Rouge & Vicksburg: | | | | | | |
| Consolidated Mortgage of 1866.... | 1,179,500 | 8 | March & Sept. | " | '81-'93 | .... | 1st Mortgage.....gold | 12,500pm | 8* | " | " | 1910 | .... |
| Mississippi River: | | | | | | | 2d Mort. endor. by Louis.....gold | 12,500pm | 8* | " | " | 1910 | .... |
| 1st Mortgage..... | 17,000pm | 7 | " | " | New York. | .... | N. Orleans, Jackson & Gt. North. | | | | | | |
| Mississippi, Iowa & Nebraska: | | | | | | | 1st Mortgage of July 1, 1856.....gold | 3,000,000 | 8* | Jan. & July. | Lond. & N.Y. | 1888 | .... |
| 1st Mort. of June 1, 1870.....gold | ..... | 7* | June & Dec. | New York. | 1910 | .... | 2d Mortgage of Oct. 1, 1860.....gold | 1,500,000 | 8* | April & Oct. | New York. | 1890 | .... |
| Missouri, Kansas and Texas: | | | | | | | Income Mortgage of 1870.....gold | 2,000,000 | 7* | " | " | 1890 | .... |
| 1st M. RR. & land (U.P.S. Br.)SF | 4,145,000 | 6 | Jan. & July. | New York. | 1899 | .... | City Extension Mort.....gold | 1,000,000 | 7* | " | " | 1890 | .... |
| 1st M. (Teb. & Nesho)S.F. gold | 2,000,000 | 7* | June & Dec. | " | 1903 | .... | New Orleans, Mobile and Texas: | | | | | | |
| Co. & L.G. S.F. (\$14,000,000)gd | 1,605,000 | 7* | Feb. & Aug. | " | 1904 | .... | 1st Mortgage, skg fd, 227 m. gold | 12,500pm | 7* | Jan. & July. | N.Y. or Lond. | 1915 | .... |
| Missouri River, Ft. Scott & Gulf: | | | | | | | 1st Mortgage, skg fd, 227 m. cur. | 12,500pm | 8 | " | " | 1915 | .... |
| 1st Mortgage of Jan. 1, 1899..... | 5,000,000 | 10 | Jan. & July. | New York. | 1899 | 99 | 2d Mortgage on 227 miles.....cur. | 12,500pm | 8 | " | " | 1915 | .... |
| 2d Mortgage of April 15, 1870.... | 1,400,000 | 10 | April & Oct. | " | 1890 | 91 | New Orleans and Selma: | | | | | | |
| Missouri Valley (K.C.S. & C.B.): | | | | | | | 1st Mort. endor. by Ala..... | 16,000pm | 8 | Jan. & July. | New York. | 1900 | .... |
| 1st Mortgage on 61 miles..... | 1,500,000 | 7 | Feb. & Aug. | Boston. | 1893 | .... | New York and Boston: | | | | | | |
| 1st Mortgage..... | 1,000,000 | 7* | " | " | 1893 | .... | 1st Mortgage..... | 3,000,000 | 7* | May & Nov. | N.Y. or Lond. | 1889 | .... |
| Mobile & Alabama Grand Trunk: | | | | | | | New York Central: | | | | | | |
| 1st Mort. endorsed by Ala..... | 16,000pm | 8 | Feb. & Aug. | New York. | .... | .... | Debt Certif. & Premium Bonds. | 5,936,626 | 6 | May & Nov. | " | 1883 | 93 |
| Mobile Lo. \$1,500,000 end. by Co. | 1,500,000 | 8 | " | " | " | .... | Bonds for Debts assumed..... | 1,614,000 | 7 | May & Nov. | " | 1876 | 113 |
| Mobile and Ward: | | | | | | | Bonds for B. & N. Falls R.R.S.F. | 76,000 | 6 | Feb. & Aug. | " | 1883 | .... |
| 1st Mortgage..... | 377,500 | 7 | Jan. & July. | New York. | 1877 | .... | Bonds for railroad stocks..... | 592,000 | 6 | " | " | 1883 | 91 |
| 2d Mortgage, endorsed by Ala..... | 300,000 | 7 | " | " | " | .... | Bonds for real estate..... | 162,000 | 6 | " | " | 1883 | .... |
| Plain Bonds..... | 35,500 | 7 | " | Mobile. | .... | .... | Bonds and mortgages for R. E. | 22,800 | 7 | various. | " | var. | .... |
| Mobile and Montgomery: | | | | | | | Bonds Convertible till Aug. 1, '69 | 195,000 | 7 | Feb. & Aug. | " | 1876 | .... |
| 1st Mortgage of 1868..... | 1,250,000 | 8 | May & Nov. | New York. | 1888 | .... | Bonds in place of bonds of 1854. | 2,900,000 | 6 | June & Dec. | " | 1887 | 92 |
| Mobile and Ohio: | | | | | | | 1st Mort. (Hudson Riv. R.R.).... | 200,000 | 7 | Feb. & Aug. | " | 1870 | .... |
| 1st Mortgage.....gold | 5,470,000 | 8* | May & Nov. | New York. | 1882 | .... | 2d Mort. (" ") S. F. | 1,891,000 | 7 | June & Dec. | " | 1885 | .... |
| 1st Mortgage.....Sterling | 803,700 | 8 | " | " | 1882 | .... | 3d Mort. (" ")..... | 180,000 | 7 | May & Nov. | " | 1875 | .... |
| Interest bonds (10 years)..... | 377,900 | 8 | " | " | 1883 | .... | Conv. B'ds (" ")..... | 8,000 | 7 | " | " | 1867 | .... |
| Interest bonds 2nd issue..... | 755,400 | 6* | " | " | 1883 | .... | New York and Fort Lee (Erie): | | | | | | |
| Interest bonds sterling..... | 1,151,000 | 6* | " | " | 1883 | .... | 1st Mortgage..... | 20,000 | 7 | Jan. & July. | New York. | 1888 | .... |
| Income Mortgage..... | 177,000 | 7 | Jan. & July. | New York. | 1888 | .... | New York & Flushing (F. & N.S.): | | | | | | |
| Montgomery & Erie (Erie): | | | | | | | 1st Mortgage..... | 125,000 | 7 | " | " | 1876 | .... |
| 1st Mortgage..... | 640,000 | 8 | March & Sept. | New York. | 1888 | .... | New York and Harlem: | | | | | | |
| 1st Mortgage of 1868, endorsed.... | 300,000 | ... | June & Dec. | " | 1900 | .... | 1st Mortgage of 1853..... | 3,000,000 | 7 | May & Nov. | New York. | 1873 | 102 |
| Montgomery & West Point (Wtn): | | | | | | | 4th Mortgage of 1861..... | 99,500 | 7 | June & Dec. | " | 1871 | .... |
| 1st Mortgage of 1856..... | 16,000 | 8 | Jan. & July. | New York. | Due. | .... | Consolidated mortgage of 1863.. | 1,767,000 | 6 | Feb. & Aug. | " | 1893 | 93 |
| 1st Mortgage..... | 450,000 | 8 | " | " | 1876 | 18 0 | Sinking Fund mortgage of 1861. | 112,305 | 7 | Jan. & July. | " | 1881 | .... |
| 2d Mortgage..... | 298,000 | 8 | " | " | 1876 | .... | Bonds of 1853, unsecured..... | 106,000 | 7 | " | " | 1872 | .... |
| 2d Mortgage..... | 254,000 | 8 | " | " | 1881 | .... | N. York, Housatonic & Northern: | | | | | | |
| Income Mortgage..... | 594,600 | 8 | various. | Montgomery. | var. | .... | 1st Mortgage..... | 141,500 | 7 | " | " | 1889 | .... |
| Montreal & Champlain: | | | | | | | New York and New Haven: | | | | | | |
| 1st Mortgage Sterling £181,400.. | 882,813 | 6 | Jan. & July. | London. | 1890 | .... | 1st Mortgage..... | 1,059,500 | 6 | April & Oct. | New York. | 1875 | 97 |
| 2d Mortgage..... | 370,000 | 8 | " | " | 1879 | .... | New York & Oswego Midland: | | | | | | |
| Morris and Essex: | | | | | | | 1st Mort. for \$8,000,000.....gold | 3,800,000 | 7* | Jan. & July. | New York. | 1894 | .... |
| 1st Mortgage, Sinking Fund..... | 5,000,000 | 7 | March & Sept. | New York. | 1914 | 103 | New York, Providence & Boston: | | | | | | |
| 2d Mortgage..... | 3,000,000 | 7 | Feb. & Aug. | " | 1891 | 99 | 1st Mortgage..... | 83,000 | 6 | Feb. & Aug. | New York. | 1873 | .... |
| Convertible bonds..... | 600,000 | 7 | Jan. & July. | " | 1900 | .... | 1st Mortgage..... | 80,000 | 6 | " | " | 1878 | .... |
| Construction bonds..... | 3,584,000 | 7 | Feb. & Aug. | " | 1889 | 93 | Consol. Mort. for \$1,000,000.... | 512,000 | 7 | Jan. & July. | " | 1899 | .... |
| Muscatine (South-Western): | | | | | | | Niles and New Lisbon: | | | | | | |
| 1st Mortgage..... | 330,000 | 7 | Jan. & July. | Savannah. | 1887 | .... | 1st Mortgage..... | 500,000 | 7 | " | " | 1889 | .... |
| Nashville and Chattanooga: | | | | | | | Norfolk County (B. H. & Erie): | | | | | | |
| 1st Mortgage, endorsed by Tenn.... | 1,546,000 | 6 | Jan. & July. | New York. | 1899 | .... | 1st Mortgage, guaranteed..... | 414,350 | 6 | March & Sept. | Boston. | 1854 | .... |
| 2d Mortgage..... | 28,000 | 6 | " | " | 1890 | .... | Norfolk & Petersburg (A.M. & O.): | | | | | | |
| Tenn. State Loan..... | 150,000 | 6 | " | " | 1892 | .... | 1st Mortgage..... | 110,500 | 7 | Jan. & July. | New York. | 1877 | .... |
| Tenn. State Loan (Jasper Br.)... | 245,000 | 6 | " | " | 1900 | .... | 1st Mortgage..... | 396,000 | 8 | " | " | 1877 | .... |
| Nashville and Decatur: | | | | | | | 2d Mortgage for \$500,000..... | 416,000 | 8 | " | " | 1893 | .... |
| 1st Mort., Tenn. State Loan..... | 2,629,042 | 6 | Jan. & July. | New York. | 1892 | .... | North Carolina: | | | | | | |
| 2d Mortgage..... | 500,000 | 6 | " | " | 1870 | .... | Mortgage Bonds..... | 89,500 | 8 | May & Nov. | Shops, N. C. | 1877 | .... |
| Income Bonds (Tenn. and Ala.)... | 200,000 | 10 | April & Oct. | " | 1887 | .... | Mortgage Bonds..... | 193,500 | 8 | " | " | 1877 | .... |
| Consols for \$2,100,000 at 7 1/8 gold | ..... | 7 | " | " | 1901 | .... | Mortgage Bonds..... | 209,000 | 8 | " | " | 1888 | .... |
| National (N. Jersey): | | | | | | | North Eastern: | | | | | | |
| 1st Mortgage for \$7,200,000..... | ..... | 7 | " | " | 1901 | .... | 1st Mortgage..... | 31,500 | 7 | March & Sept. | Charleston. | 1869 | .... |
| Nantuxuck: | | | | | | | 2d Mortgage..... | 69,500 | 7 | " | " | 1868 | .... |
| 1st Mortgage, of 1856..... | 120,500 | 7 | Jan. & July. | Bridgeport. | 1876 | .... | General Mortgage 1st Preference | 773,000 | 7 | " | " | 1899 | .... |
| | | | | | | | General Mortgage 2d Preference | 141,500 | 7 | " | " | 1899 | .... |
| | | | | | | | Funded Interest..... | 117,495 | 7 | " | " | 1875 | .... |

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

1447

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-------------|-------|-------------------|---------------|--------|---------|--------------------------------------|-----------|-------|-------------------|---------------|--------|---------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| North Missouri: | | | | | | | Pemberton & N. York (N.J.S.): | | | | | | |
| 1st Mortgage of Jan. 1885..... | \$6,000,000 | 7 | Jan. & July. | New York. | 1895 | 89 | 1st Mortgage, guaranteed..... | \$375,000 | 7 | Jan. & July. | New York. | 1890 | .... |
| 2d Mortgage of Oct. 1888..... | 4,000,000 | 7 | April & Oct. | " | 1888 | .... | Peninsula (C. & N. W.): | | | | | | |
| 3d M. of Oct. 1889 (7 p.c. after 5 yrs) | 3,000,000 | 10 | " | " | 1888 | .... | 1st Mortgage, guaranteed..... | 855,000 | 7 | March & Sept. | New York. | 1898 | 91 1/2 |
| North Pennsylvania: | | | | | | | Peninsular (Mich. Ind. & Ill.): | | | | | | |
| 1st Mortgage..... | 2,250,000 | 6 | Jan. & July. | Philadelphia. | 1885 | 101 1/2 | 1st Mortgage.....gold | 1,800,000 | 7* | May & Nov. | New York. | 1899 | .... |
| Chattel Mortgage..... | 360,000 | 10 | April & Oct. | " | 1877 | 110 | Pennsylvania and New York: | | | | | | |
| 2d Mortgage..... | 1,246,000 | 7 | May & Nov. | " | 1896 | 95 1/2 | 1st Mortgage..... | 1,500,000 | 7 | June & Dec. | Philadelphia. | 1896 | 93 1/2 |
| Northern Central: | | | | | | | 1st Mortgage..... | 1,500,000 | 7 | " | " | 1906 | .... |
| 1st Mortgage, Md. State loan.... | 1,500,000 | 6 | J. A. J. & O. | Baltimore. | Irred. | .... | Penobscot and Kennebec (M. C.): | | | | | | |
| 2d Mortgage..... | 2,500,000 | 6 | Jan. & July. | " | 1885 | 94 | 1st Mortgage (Bangor Loan).... | 577,000 | 6 | April & Oct. | Bangor. | 1872 | .... |
| 3d Mortgage..... | 1,223,000 | 6 | April & Oct. | " | 1900 | 85 1/2 | 2d Mortgage..... | 189,500 | 6 | Feb. & Aug. | Boston. | 1870 | .... |
| 3d Mortgage (York & Cumb.R.R.) | 500,000 | 6 | Jan. & July. | " | 1877 | .... | Peoria & Bureau Val (C.R.I. & P.): | | | | | | |
| Consol. Mort. of July 1888..... | 2,019,000 | 6* | " | " | 1900 | 93 1/2 | 1st Mortgage guaranteed..... | 600,000 | 8 | Jan. & July. | New York. | 1877 | .... |
| Income conv. of April 1, 1870.... | 475,000 | 7 | April & Oct. | " | 1880 | .... | Peoria & Hannibal (C. B. & Q.): | | | | | | |
| Northern New Hampshire: | | | | | | | 1st Mortgage, tax free..... | 600,000 | 8 | Jan. & July. | Boston. | 1878 | .... |
| 1st Mortgage..... | 115,000 | 6 | April & Oct. | Boston. | 1874 | .... | Peoria, Pekin and Jacksonville: | | | | | | |
| Northern New Jersey (Erie): | | | | | | | 1st Mort. of May 1, 1867..... | 1,000,000 | 7 | Jan. & July. | New York. | 1894 | .... |
| 1st Mortgage, guaranteed..... | 400,000 | 7 | Jan. & July. | New York. | 1878 | .... | 2d Mort. of Oct. 1, 1870, tax free | 1,000,000 | 7 | April & Oct. | " | 1900 | .... |
| Northern Pacific: | | | | | | | Peoria and Rock Island: | | | | | | |
| 1st Mort. on R.R. & lands...gold | 50,000pm | 7.3 | Jan. & July. | New York. | 1900 | .... | 1st Mortgage..... | 1,500,000 | 7* | April & Oct. | New York. | 1900 | .... |
| North Western Virginia: | | | | | | | Perkiomen (Phila. & Rdg): | | | | | | |
| 2d Mortgage (assumed B. & O.) | 458,500 | 6 | Jan. & July. | Baltimore. | 1873 | 98 | 1st Mortgage..... | 619,200 | 6 | April & Oct. | Philadelphia. | 1897 | 79 |
| 3d Mortgage ("") | 140,000 | 6 | " | " | 1885 | 90 1/2 | Perth Amboy and Woodbridge: | | | | | | |
| Norwich and Worcester: | | | | | | | 1st Mortgage, guaranteed..... | 100,000 | 6 | " | New York. | 1886 | .... |
| 1st Mort. State Loan..... | 400,000 | 6 | Jan. & July. | Boston. | 1877 | .... | Petersburg: | | | | | | |
| Plain bonds..... | 59,000 | 7 | June & Dec. | " | 1874 | .... | Mortgage Bonds..... | 3,094 | 6 | Jan. & July. | New York. | 1871 | .... |
| Steamboat bonds..... | 46,800 | 7 | Feb. & Aug. | " | 1870 | .... | Mortgage Bonds..... | 25,500 | 7 | " | " | 1865 | .... |
| Construction bonds..... | 250,000 | 7 | Jan. & July. | " | 1877 | .... | Mortgage Bonds..... | 266,500 | 8 | " | " | 79-98 | .... |
| New bonds of 1870..... | 22,000 | 7 | " | " | 1890 | .... | Philadelphia and Baltimore Cent.: | | | | | | |
| Nyack and Northern: | | | | | | | 1st Mortgage (Penn. Div.)..... | 800,000 | 7 | Jan. & July. | Philadelphia. | 1879 | .... |
| 1st Mortgage..... | 100,000 | 7 | Jan. & July. | New York. | 1890 | .... | 1st Mortgage (Md. Div.)..... | 300,000 | 6 | " | " | 1891 | .... |
| Oakland & Ottawa (D. & M.): | | | | | | | Philadelphia and Erie (Penn.): | | | | | | |
| 1st Mortgage (assumed) sterling.. | 150,867 | 6* | May & Nov. | London. | 1873 | .... | 1st Mortgage..... | 5,000,000 | 6 1/2 | March & Sept. | Philadelphia. | 1881 | 89 1/2 |
| 1st Mortgage ("") dollar..... | 51,000 | 7 | " | New York. | 1873 | .... | 2d Mortgage..... | 3,000,000 | 7 | Jan. & July. | " | 1888 | 89 1/2 |
| Ogdensburg and Lake Champlain: | | | | | | | 3d Mortgage..... | 3,598,000 | 6 | " | " | 1920 | .... |
| 1st Mort. conv. into pref. stock.. | 4,600 | 7 | Jan. & July. | Boston. | 1869 | .... | 1st Mortgage (Sunbury & Erie.) | 1,000,000 | 6 1/2 | April & Oct. | " | 1877 | 99 1/2 |
| 2d Mort. conv. into com. stock.. | 25,200 | 7 | April & Oct. | " | 1861 | .... | Philadelphia, Germant. & Norist: | | | | | | |
| Equipment mortgage of 1868-69 | 500,000 | 8 | Jan. & July. | " | 1879 | 102 | 1st Mort. Convertible..... | 25,400 | 6 | Jan. & July. | Philadelphia. | 1882 | .... |
| Ohio and Mississippi: | | | | | | | Philadelphia and Reading: | | | | | | |
| 1st Mortgage, (E. Div.)..... | 2,050,000 | 7 | Jan. & July. | New York. | 1872 | 101 1/2 | Debenture Loan of 1861..... | 100,000 | 6 | Jan. & July. | Philadelphia. | 1871 | .... |
| 1st Mortgage, (W. Div.)..... | 850,000 | 7 | " | " | 1872 | .... | Debenture Loan of 1868..... | 1,121,000 | 6 | " | " | 1893 | 88 1/2 |
| 2d Mortgage, (W. Div.) conv..... | 534,000 | 7 | " | " | 1874 | 81 1/2 | Debenture Loan of 1870..... | 2,625,000 | 7 | " | " | 1890 | .... |
| Income Mort., (W. Div.)..... | 221,500 | 7 | April & Oct. | " | 1882 | .... | Mortgage Loan of 1857, conv..... | 143,500 | 6 | " | " | 1886 | .... |
| Funded Debts Mort. (W. Div.).. | 16,500 | 7 | " | " | 1882 | .... | Mort. Loans of 1843-44-48 & 49. | 1,521,000 | 6 | " | " | 1880 | 90 |
| Consolidated Mort..... | 2,761,000 | 7 | Jan. & July. | " | 1898 | 96 1/2 | Mortgage Loan of 1868..... | 2,700,000 | 7 | April & Oct. | " | 1893 | 103 1/2 |
| Consolidated Mort. (sterling)... | 101,850 | 7 | " | London. | 1898 | .... | Sterling Loan of 1836..... | 182,400 | 5* | Jan. & July. | London. | 1880 | .... |
| Oil Creek and Allegheny River: | | | | | | | Sterling Loan of 1843..... | 976,800 | 6* | " | " | 1880 | .... |
| 1st Mortgage..... | 1,500,000 | 7 | Feb. & Aug. | Philadelphia. | 1896 | 83 | Sterling Loan of 1836..... | 288,000 | 7* | " | " | 72-77 | .... |
| 1st Mortgage..... | 580,000 | 7 | April & Oct. | " | 1882 | .... | Philadelphia, Wilmington & Balt.: | | | | | | |
| 1st Mortgage..... | 200,000 | 7 | June & Dec. | " | 1871 | .... | Mortgage, convertible..... | 349,000 | 6 | Jan. & July. | Philadelphia. | 1884 | .... |
| 2d Mortgage..... | 71,000 | 7 | May & Nov. | " | 1871 | .... | Plain Bonds..... | 600,000 | 6 | April & Oct. | " | 1871 | .... |
| Consolidated Mortgage..... | 819,000 | 7 | " | " | 1888 | 86 | Plain Bonds..... | 400,000 | 6 | " | " | 1876 | .... |
| Old Colony and Newport: | | | | | | | Plain Bonds..... | 1,000,000 | 6 | " | " | 1887 | .... |
| Plain Bonds..... | 1,388,000 | 7 | Feb. & Aug. | Boston. | 1877 | 102 1/2 | Pittsburg, Cin. & St. Louis (Pa.): | | | | | | |
| Plain Bonds..... | 1,000 | 6 | March & Sept. | " | 1874 | 93 1/2 | 1st Mortgage, guaranteed..... | 6,207,000 | 7 | Feb. & Aug. | Philadelphia. | 1890 | .... |
| Plain Bonds..... | 485,000 | 6 | April & Oct. | " | 1875 | 96 1/2 | 2d Mort. conv. (Steubenv. & Ind.) | 3,820,000 | 6 | March & Sept. | " | 76 1/2 | .... |
| Plain Bonds..... | 1,000,000 | 6 | March & Sept. | " | 1876 | 94 1/2 | Pittsburg & Connelleville (B. & O.): | | | | | | |
| Plain Bonds..... | 34,000 | 6 | " | " | 1884 | .... | 1st Mortgage, tax free..... | 4,000,000 | 7 | Jan. & July. | Baltimore. | 1898 | 93 1/2 |
| Omaha and Southwestern: | | | | | | | 2d Lien Balt. Loan..... | 1,000,000 | 6 | " | " | 1886 | .... |
| 1st Mort. (North Platte Div.)... | 300,000 | 8 | June & Dec. | New York. | 1890 | .... | Turtle Creek Div. bonds..... | 400,000 | 6 | Feb. & Aug. | New York. | 1889 | .... |
| Orange, Alexandria & Manassas: | | | | | | | Real Estate bonds..... | 100,000 | 6 | various. | Baltimore. | 1883 | .... |
| 1st Mort. (Alex. to Gordonsville) | 400,000 | 6 | May & Nov. | New York. | 1873 | 86 | Pittsburg, Ft. Wayne & Chicago: | | | | | | |
| 2d Mort. (Charlotte to Lynchb.) | 1,155,500 | 6 | Jan. & July. | " | 1875 | 82 1/2 | 1st Mortgage (Series A)..... | 875,000 | 7 | Jan. & July. | New York. | 1912 | 106 1/2 |
| 3d Mort. ("") | 598,000 | 8 | May & Nov. | Richmond. | 1873 | 86 | 1st Mortgage (Series B)..... | 875,000 | 7 | Feb. & Aug. | " | 1912 | .... |
| 4th Mort. ("") | 574,000 | 8 | March & Sept. | Alexandria. | 1880 | 82 1/2 | 1st Mortgage (Series C)..... | 875,000 | 7 | March & Sept. | " | 1912 | .... |
| Consolidated Mort..... | 1,645,500 | 7 | Jan. & July. | New York. | 1882 | 85 | 1st Mortgage (Series D)..... | 875,000 | 7 | April & Oct. | " | 1912 | .... |
| Va. State Loan..... | 249,962 | 7 | " | " | 1893 | .... | 1st Mortgage (Series E)..... | 875,000 | 7 | May & Nov. | " | 1912 | .... |
| Oswego Valley & Southern Kansas: | | | | | | | 1st Mortgage (Series F)..... | 875,000 | 7 | June & Dec. | " | 1912 | .... |
| 1st Mortgage (5-20 years)..... | 200,000 | 10 | Jan. & July. | New York. | 1888 | .... | 2d Mortgage (Series G)..... | 860,000 | 7 | Jan. & July. | " | 1912 | 103 1/2 |
| Oswego and Rome (R.W. & O.): | | | | | | | 2d Mortgage (Series H)..... | 860,000 | 7 | Feb. & Aug. | " | 1912 | .... |
| 1st Mortgage guar..... | 500,000 | 7 | May & Nov. | New York. | 1916 | .... | 2d Mortgage (Series I)..... | 860,000 | 7 | March & Sept. | " | 1912 | .... |
| Income Mortgage guar..... | 112,100 | 6 | Feb. & Aug. | " | 1891 | .... | 2d Mortgage (Series J)..... | 860,000 | 7 | April & Oct. | " | 1912 | .... |
| Oswego and Syracuse (D.L. & W.): | | | | | | | 2d Mortgage (Series K)..... | 860,000 | 7 | May & Nov. | " | 1912 | .... |
| 1st Mortgage, guaranteed..... | 112,000 | 7 | May & Nov. | New York. | 70-80 | .... | 2d Mortgage (Series L)..... | 860,000 | 7 | June & Dec. | " | 1912 | .... |
| 2d Mortgage, guaranteed..... | 375,000 | 7 | " | " | 1885 | .... | 2d Mortgage (Series M)..... | 860,000 | 7 | May & Nov. | " | 1912 | .... |
| Ottawa, Osw. & Fox R.V. (C.P. & Q.): | | | | | | | 3d Mortgage..... | 2,000,000 | 7 | April & Oct. | " | 1912 | 97 1/2 |
| 1st Mort., traffic guar. & tax free | 1,200,000 | 8 | Jan. & July. | Boston. | 1890 | .... | Bridge (O. & P. R. R.) bonds.... | 153,000 | 7 | May & Nov. | " | 1876 | .... |
| Owensboro' and Russellville: | | | | | | | Equipment Mort. of Mar. 1, 1869 | 1,000,000 | 8 | March & Sept. | " | 1874 | .... |
| 1st Mortgage..... | 200,000 | 6 | April & Oct. | New York. | 1886 | .... | Construction bonds of Jan. 1, 70 | 100,000 | 7 | Jan. & July. | " | 1877 | .... |
| Pacific of Mo.: | | | | | | | Port Huron & Lake Michigan: | | | | | | |
| 1st Mort., construction (Dresden) | 74,000 | 6* | Feb. & Aug. | New York. | 1880 | .... | 1st Mortgage of May 1, 1869.... | 1,800,000 | 7* | May & Nov. | New York. | 1899 | .... |
| 1st Mortgage.....gold | 7,000,000 | 7* | Jan. & July. | " | 1880 | 102 | Portland and Kennebec: | | | | | | |
| Real Estate Bonds..... | 500,000 | 10 | various. | St. Louis. | var. | .... | 1st Mort. (K. & P.R.R.) 1851-61. | 224,800 | 6 | April & Oct. | Portland. | 1883 | .... |
| St. Louis County Loan..... | 700,000 | 6 | Feb. & Aug. | " | 71-73 | .... | Funded Int. bonds Oct. 1, 1865. | 22,648 | 6 | " | Boston. | 1883 | .... |
| Panama: | | | | | | | Consol. (P. & K.R.R.) Apr. 1, 1865 | 790,700 | 6 | " | " | | |

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

| Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. | Description of Bonds. | Amount. | Rate. | Interest Payable. | | Due. | Price. |
|---|-----------|-------|-------------------|---------------|---------|--------|---------------------------------------|-----------|-------|-------------------|---------------|---------|--------|
| | | | When. | Where. | | | | | | When. | Where. | | |
| Reading and Columbia (P. & R.): | | | | | | | Savannah and Charleston: | | | | | | |
| 1st Mortgage, guaranteed..... | \$650,000 | 7 | March & Sept. | Philadelphia. | 1882 | .... | 1st Mortgage (Sav. & Char. R.R.). | \$406,500 | 7 | Jan. & July. | New York. | 1889 | .... |
| 2d Mortgage, guaranteed..... | 350,000 | 7 | June & Dec. | " | 1884 | .... | Bonds (C. & S.R.R. guar. by S.C.) | 505,000 | 6 | May & Nov. | Charleston. | 1870 | .... |
| Rensselaer and Saratoga: | | | | | | | Int. b'ds (C. & S.R.R. guar. by S.C.) | 245,745 | 7 | " | " | 1889 | .... |
| 1st Mortgage..... | 150,000 | 7 | Jan. & July. | New York. | 1873 | .... | Savannah and Memphis: | | | | | | |
| 2d Mortgage..... | 300,000 | 7 | " | " | 1880 | .... | 1st Mort. guar. by Ala.....gold | 16,000pm | 8* | May & Nov. | New York. | 1890 | .... |
| 3d Mortgage..... | 150,000 | 7 | " | " | 1887 | .... | Schenectady and Susquehanna: | | | | | | |
| 1st Mortgage (S. & W.) assumed. | 400,000 | 7 | March & Sept. | " | 1886 | .... | 1st Mortgage tax free.....gold | 350,000 | 7* | Jan. & July. | New York. | 1900 | .... |
| 1st Mort. (T. S. & R.) assumed. | 500,000 | 7 | May & Nov. | " | 1890 | .... | Schuylkill and Susquehanna: | | | | | | |
| 1st Mortgage (G.F.B.) assumed. | 125,000 | 7 | Jan. & July. | " | 1894 | .... | 1st Mortgage, May 1, 1886..... | 97,000 | 6 | May & Nov. | Philadelphia. | 1876 | .... |
| Richmond and Danville: | | | | | | | Scioto & Hocking Valley (M. & C.): | | | | | | |
| Virginia skg fund Loan..... | 600,000 | 6 | Jan. & July. | New York. | 1880 | .... | 1st Mort., assumed by M. & C. Co. | 300,000 | 7 | May & Nov. | Baltimore. | 1896 | .... |
| 1st Mortgage guar. by Va..... | 168,100 | 6 | " | " | 1875 | 77 | Seaboard and Roanoke: | | | | | | |
| Consolidated, Mort..... | 1,722,600 | 6 | May & Nov. | N. Y. & Rich. | '75-'90 | .... | 1st Mortgage..... | 210,000 | 7 | " | Philadelphia. | 1800 | .... |
| 4th Mortgage..... | 64,500 | 6 | " | Richmond. | '73-'75 | .... | Selma and Gulf: | | | | | | |
| Bonds to Roanoke Val. R.R. Co. | 129,000 | 6 | Feb. & Aug. | " | '71-'76 | .... | 1st Mortgage, guar. by Ala.....gold | 16,000pm | 8* | " | New York. | 1890 | .... |
| Rich., Frederickburg & Potomac: | | | | | | | Selma, Marion and Memphis: | | | | | | |
| Sterling Bonds..... | 67,777 | 6* | Jan. & July. | London. | 1875 | .... | 1st Mortgage, guar. by Ala.....gold | 16,000pm | 8* | March & Sept. | New York. | 1889 | .... |
| Dollar Bonds..... | 124,489 | 6 | " | Richmond. | var | .... | Selma and Meridian: | | | | | | |
| Dollar Bonds..... | 274,228 | 7 | " | " | var | .... | 1st Mortgage (3d series)..... | 796,830 | 6 | various. | " | var | .... |
| Richmond and Petersburg: | | | | | | | Selma, Rome and Dalton: | | | | | | |
| Mortgage (old) various..... | 151,296 | var | various. | N. Y. & Rich. | var | .... | 1st Mortgage, tax free..... | 5,000,000 | 7 | April & Oct. | New York. | 1887 | .... |
| Mortgage of April 1, 1870..... | 175,000 | 8 | April & Oct. | " | '72-'80 | .... | 2d Mortgage..... | 6,000,000 | 7 | " | " | .... | .... |
| Richmond and York River: | | | | | | | Shamokin Valley & Pottew.(N.C.): | | | | | | |
| 1st Mortgage (new)..... | 600,000 | 8 | Jan. & July. | New York. | 1898 | .... | 1st Mortgage, guaranteed..... | 700,000 | 7 | Feb. & Aug. | Baltimore. | 1872 | .... |
| Roanoke Valley (R. & Dan.): | | | | | | | Sheboygan and Fond du Lac: | | | | | | |
| 1st Mortgage, guaranteed..... | 129,600 | 6 | Feb. & Aug. | Richmond. | '71-'76 | .... | 1st Mortgage..... | 750,000 | 7 | June & Dec. | New York. | 1884 | .... |
| Rochester & Genesee Val. (Erie): | | | | | | | Shenango and Allegheny: | | | | | | |
| 1st Mortgage, guaranteed..... | 70,000 | 6 | Jan. & July. | New York. | 1876 | .... | 1st Mort. of Oct. 1, 1869..... | 520,000 | 7 | April & Oct. | Philadelphia. | 1880 | .... |
| Rockford, R. Island & St. Louis: | | | | | | | Shore Line (N. Y. & N. H.): | | | | | | |
| 1st Mortgage, conv., S.F. tax free. | 9,000,000 | 7* | Feb. & Aug. | N. Y. & Lond. | 1919 | .... | 1st Mortgage, guaranteed..... | 200,000 | 7 | March & Sept. | New York. | 1880 | .... |
| Rocky River: | | | | | | | Sioux City and Pacific: | | | | | | |
| 1st Mortgage, of Oct. 1, 1868.... | 30,000 | 7 | April & Oct. | Cleveland. | 1873 | .... | 1st Mortgage Jan. 1, 1868.....gold | 1,628,000 | 6* | Jan. & July. | New York. | 1898 | .... |
| Rome, Watertown & Ogdenseb.: | | | | | | | 2d Mortgage (U.S. subdty).....cur | 1,628,320 | 6 | " | " | 1898 | .... |
| 1st Mortgage (general) Skg Fund | 632,500 | 7 | June & Dec. | New York. | 1891 | .... | Sioux City and St. Paul: | | | | | | |
| 1st Mort. (W. & R.) Skg Fund.... | 796,900 | 7 | March & Sept. | " | 1880 | .... | 1st Mortgage, L. G. tax free | 14,000pm | 7 | " | New York. | .... | .... |
| 1st Mort. (Potsdam & Watert.).. | 345,500 | 7 | June & Dec. | " | '72-'74 | .... | Somerset (Me. Central): | | | | | | |
| Rondout and Oswego: | | | | | | | 1st Mortgage, June 1, 1871.....gold | 450,000 | 7* | June & Dec. | Boston. | 1891 | .... |
| 1st Mortgage..... | 1,000,000 | 7 | Jan. & July. | New York. | 1890 | 90 | South Carolina: | | | | | | |
| Rutland (Verm. Central): | | | | | | | Sterling Loan Bonds..... | 1,492,016 | 5* | Jan. & July. | London. | '78-'88 | .... |
| Equip. Bonds of May 1, 1870.... | 500,000 | 7 | May & Nov. | Boston. | 1880 | 84 | Domestic Bonds (H) 1866-'67... | 306,500 | 7 | April & Oct. | Charleston. | '71-'72 | .... |
| Equip. Bonds of Sept. 1, 1870.... | 500,000 | 8 | March & Sept. | " | 1880 | 93 | Domestic Bonds (G) 1862-'67... | 342,500 | 6 | Jan. & July. | " | '73-'74 | .... |
| Rutland & Burlington (Rutland): | | | | | | | Domestic Bonds (K) Jan. 1868... | 1,272,000 | 7 | April & Oct. | " | '88-'91 | .... |
| 1st Mort. conv. into pref. stock.. | 70,000 | 7 | Feb. & Aug. | Boston. | 1863 | .... | Domestic Bonds (special) Sep. '66 | 76,000 | 6 | Jan. & July. | " | '80-'92 | .... |
| 2d Mort. conv. into com. stock.. | 67,000 | 7 | " | " | 1863 | .... | Real Estate Mortgage..... | 80,733 | 7 | various. | " | '71-'91 | .... |
| Saint Croix and Penobscot: | | | | | | | Mortgage, Jan. 1868 (L)..... | 800,500 | 7 | Jan. & July. | New York. | '82-'88 | .... |
| 1st Mort. (Cal. & Baring R.R.).. | 95,200 | 6 | Jan. & July. | Calais, Me. | 1879 | .... | South Georgia & Florida (A. & G.): | | | | | | |
| 2d Mort. (" " " ")..... | 17,500 | 6 | " | " | 1879 | .... | 1st Mort. assumed by Atl. & Gulf | 464,000 | 7 | " | New York. | 1890 | .... |
| Calais Loan to Lewey's Isl. R.R. | 130,000 | 6 | June & Dec. | " | 1876 | .... | 2d Mort. " " " " " " " " | 200,000 | 7 | " | " | 1890 | .... |
| St. Joseph & C.B. (K.C. St. J. & C.B.): | | | | | | | South Mountain Iron: | | | | | | |
| 1st Mortgage (80 m. in Missouri) | 1,400,000 | 10 | March & Sept. | Boston. | 1892 | 97 | 1st Mortgage, Dec. 1, 1868..... | 200,000 | 6 | June & Dec. | Philadelphia. | 1888 | .... |
| 2d Mortgage (" " " ")..... | 339,500 | 8 | June & Dec. | " | 1874 | 91 | 2d Mortgage, Mar. 1, 1869..... | 181,000 | 7 | March & Sept. | " | 1884 | .... |
| St. Joseph & Denv. C. (E.D. 112m.): | | | | | | | South and North Alabama: | | | | | | |
| 1st Mort. of Aug. 14, 1869 free.... | 1,500,000 | 5* | Feb. & Aug. | NY, L'n & Fk. | 1899 | 102 | 1st Mort., endor. by Ala., tax free | 22,000 pm | 5* | Jan. & July. | New York. | 1890 | .... |
| St. Joseph & Denv. C. (W.D. 160m.): | | | | | | | South Pacific (Atl. & Pac.): | | | | | | |
| 1st M. R.R. lands of M'y 14, '70, free | 5,500,000 | 5* | Feb. & Aug. | NY, L'n & Fk. | 1900 | 97 | 1st Mort. assumed by A. & P..... | 7,250,000 | 6* | Jan. & July. | New York. | 1888 | .... |
| St. Lawrence & Industry (Can.): | | | | | | | South Shore (Mass.): | | | | | | |
| 1st Mortgage..... | 250,000 | 8 | Feb. & Aug. | London. | 1887 | .... | 1st Mortgage, sinking fund..... | 150,000 | 6 | April & Oct. | Boston. | 1880 | .... |
| St. Louis, Alton and Terre Haute: | | | | | | | South Side (L. I.): | | | | | | |
| 1st Mortgage (Series A) skg fd. | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 100 | 1st Mortgage, Mar. 1, 1867..... | 2,250,000 | 7 | Mar. & Sept. | New York. | 1887 | .... |
| 1st Mortgage (Series B) skg fd. | 1,100,000 | 7 | April & Oct. | " | 1894 | .... | South Side, Va. (A.M. & O.): | | | | | | |
| 2d Mortgage preferred (Series C) | 1,400,000 | 7 | Feb. & Aug. | " | 1894 | 85 | 1st Mort., consol. 1st pref..... | 581,000 | 8 | Jan. & July. | New York. | '84-'90 | .... |
| 2d Mortgage preferred (Series D) | 1,400,000 | 7 | May & Nov. | " | 1894 | .... | 1st Mort., consol. 2d pref..... | 619,300 | 6 | " | " | '84-'90 | .... |
| 2d Mortgage Income (Series E) | 1,700,000 | 7 | " | " | 1884 | 77 | 4th Mortgage, consol. 3d pref.... | 458,100 | 6 | " | " | '84-'90 | .... |
| Equipment Mortgage..... | 300,000 | 10 | March & Sept. | " | 1894 | .... | Va. State Loan (net)..... | 708,102 | 6 | " | " | long | .... |
| St. Louis, Coun. Bluffs & Omaha: | | | | | | | Southern Central: | | | | | | |
| 1st Mortgage, guaranteed.....gold | 16,000pm | 7* | Jan. & July. | New York. | 1901 | .... | 1st Mortgage, skg fund conv..... | 1,500,000 | 7 | Jan. & July. | New York. | 1900 | .... |
| St. Louis and Iron Mountain: | | | | | | | Southern Iowa and Cedar Rapids: | | | | | | |
| 1st Mortgage of Aug. 1, 1897 gold | 4,000,000 | 7* | Feb. & Aug. | New York. | 1892 | 96 | 1st Mortgage.....gold | 1,500,000 | 7* | May & Nov. | New York. | 1900 | .... |
| St. Louis, Jacksonville & Chicago: | | | | | | | Southern Minnesota: | | | | | | |
| 1st Mortgage of Mar. 18, 1864.... | 2,365,000 | 7 | April & Oct. | New York. | 1894 | 94 | 1st Mort., Apr. 1, 1868 tax free... | 20,000pm | 7 | April & Oct. | New York. | 1888 | .... |
| 2d Mortgage of May 1, 1868..... | 360,000 | 7 | Jan. & July. | " | 1898 | .... | Southern (Cal.) Pacific: | | | | | | |
| St. Louis, Lawr. & Denv. (Pacific): | | | | | | | 1st Mortgage for \$28,000,000 gold | ..... | 6* | Jan. & July. | New York. | 1901 | .... |
| 1st Mortgage, guaranteed.....gold | 1,020,000 | 6* | Jan. & July. | New York. | 1901 | .... | Southern Pennsylvania: | | | | | | |
| St. Louis and Santa Fe: | | | | | | | 1st Mort. March 1, 1870.....gold | 571,500 | 7* | March & Sept. | Philadelphia. | 1890 | .... |
| 1st Mortgage..... | 20,000pm | 7 | Jan. & July. | St. Louis. | 1891 | .... | 2d Mort. Sept. 1, 1870.....gold | 80,000 | 7* | " | " | 1880 | .... |
| St. Louis and South Eastern: | | | | | | | South Western (Cen. of Ga.): | | | | | | |
| 1st Mort. skg fund conv.....gold | 3,250,000 | 7* | May & Nov. | New York. | '94-'96 | .... | Mortgage Bonds, various..... | 399,000 | 7 | various. | Macon. | '77-'80 | .... |
| St. Louis and St. Joseph (N. Mo.): | | | | | | | Mortgage Bonds, Muscogee R.R. | 300,500 | 7 | " | " | .... | .... |
| 1st Mort. of Nov. 2, 1868 guar. gold | 1,000,000 | 6* | May & Nov. | New York. | 1893 | .... | Spartanburg and Union: | | | | | | |
| St. Louis, Van. & T. H. (T.H. & L.): | | | | | | | 1st Mortgage, end. by S. Car.... | 350,000 | 7 | Jan. & July. | Charleston. | .... | .... |
| 1st Mortgage, S. F., guaranteed. | 1,900,000 | 7 | Jan. & July. | New York. | 1897 | .... | 1st Mortgage not endorsed..... | 198,370 | 7 | " | " | .... | .... |
| 2d Mortgage, S. F., guaranteed. | 2,600,000 | 7 | April & Oct. | " | 1887 | .... | Springfield & Illinois S. Eastern: | | | | | | |
| St. Paul and Chicago (M. & S. P.): | | | | | | | 1st Mortgage.....gold | 15,000pm | 7* | Jan. & July. | New York. | 1890 | .... |
| 1st Mort. of 1870.....gold | 3,000,000 | 7* | J. A. J. & O. | " | 1900 | .... | Staten Island: | | | | | | |
| St. Paul and Pacific 1st Division: | | | | | | | 1st Mortgage..... | 200,000 | 7 | Jan. & July. | New York. | 1886 | .... |
| 1st Mort. (St. P. to St. Anth. 10m.) | 120,000 | 8 | March & Sept. | New York. | 1892 | .... | Sterling Mountain: | | | | | | |
| 1st Mort. (St. Paul to Wab. 80 m.) | 700,000 | 7 | Jan. & July. | " | 1892 | .... | 1st Mortgage..... | 850,000 | 7 | " | New York. | 1874 | .... |

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

| Interest Payable. | | | | | | Interest Payable. | | | | | |
|--|------------|-------|---------------|----------------|---------|-------------------------------------|-------------|-------|---------------|---------------|---------|
| Description of Bonds. | Amount. | Rate. | When. | Where. | Due. | Description of Bonds. | Amount. | Rate. | When. | Where. | Due. |
| Tioga: | | | | | | Western Union (M. & St. P.): | | | | | |
| 1st Mortgage..... | \$243,000 | 7 | May & Nov. | New York. | 1872 | 1st Mortgage for \$5,000,000 | \$3,275,000 | 7 | Feb. & Aug. | New York. | 1896 |
| Toledo, Peoria and Warsaw: | | | | | | West Jersey: | | | | | |
| 1st Mortgage (E. Div.) | 1,600,000 | 7 | June & Dec. | New York. | 1894 | Loan of Mar. 1861, guar. by C. & A. | 400,000 | 6 | March & Sept. | Camden. | 1883 |
| 1st Mortgage (W. Div.) | 1,800,000 | 7 | Feb. & Aug. | " | 1896 | 1st Mortgage, Jan. 1, 1866..... | 1,000,000 | 6 | Jan. & July. | " | 1896 |
| 2d Mortgage (W. Div.) | 1,300,000 | 7 | April & Oct. | " | 1886 | Consolidated mort. Apr. 1, 1869. | 979,000 | 7 | April & Oct. | " | 1899 |
| Equipment sinking fund | 406,000 | 8 | Jan. & July. | " | 1879 | West Shore Hudson River: | | | | | |
| Toledo, Wabash and Western: | | | | | | 1st Mortgage..... | 676,300 | 7 | " | New York. | .... |
| 1st Mort. (Tol. & Ill. 75 m.) | 900,000 | 7 | Feb. & Aug. | New York. | 1890 | West Wisconsin: | | | | | |
| 1st M. (L. Erie, W. & St. L. 167 m.) | 2,500,000 | 7 | " | " | 1890 | 1st M. L. G., stg. conv. £800,000. | 4,000,000 | 7* | Jan. & July. | N.Y. or Lond. | 1885 |
| 2d Mort. (Tol. & Wabash 75 m.) | 1,000,000 | 7 | May & Nov. | " | 1878 | Wicomico and Pocomoke: | | | | | |
| 2d Mort. (Wab. & West. 167 m.) | 1,500,000 | 7 | " | " | 1871 | 1st Mortgage..... | 200,000 | 6 | Jan. & July. | Philadelphia. | 1888 |
| Equip'm't Bonds (T. & W. 75m.) | 600,000 | 7 | " | " | 1883 | Williamston and Tarboro': | | | | | |
| Consol. M. (T. W. & W. 500 m.) | 2,700,000 | 7 | F. M. A. & N. | " | 1907 | 1st Mortgage coupon..... | 350,000 | 8 | May & Nov. | New York. | 1900 |
| Decatur & East St. Louis 109 m. | 2,700,000 | 7 | " | " | 1900 | Wilm., Charlotte & Rutherford: | | | | | |
| Troy and Boston: | | | | | | 1st mortgage..... | 1,000,000 | 8 | Jan. & July. | New York. | '87-'97 |
| 1st Mortgage..... | 300,000 | 7 | Jan. & July. | New York. | 1887 | 1st Mortgage, endor. by N. Car. | 1,000,000 | 8 | " | " | '87-'97 |
| 2d Mortgage..... | 300,000 | 7 | April & Oct. | " | 1886 | Wilmington and Reading: | | | | | |
| 3d Mortgage..... | 650,000 | 7 | May & Nov. | " | 1875 | 1st Mortgage..... | 2,250,000 | 7 | April & Oct. | Philadelphia. | 1900 |
| Convertible Bonds..... | 648,000 | 7 | " | " | 1882 | 2d Mortgage..... | 262,200 | 7 | Jan. & July. | " | 1902 |
| Troy, Salem & Rutland (R. & Sar.): | | | | | | Wilmington and Weldon: | | | | | |
| 1st Mortgage, guaranteed..... | 500,000 | 7 | May & Nov. | New York. | 1894 | Sterling Loan..... | 676,888 | 6 | Jan. & July. | London. | 1881 |
| Troy Union: | | | | | | Sterling Loan..... | 197,777 | 7 | May & Nov. | " | 1885 |
| 1st Mortgage, guaranteed..... | 500,000 | 6 | Jan. & July. | New York. | 1873 | Sinking Fund Bonds..... | 710,000 | 7* | Jan. & July. | New York. | 1896 |
| 2d Mortgage, guaranteed..... | 360,000 | 6 | " | " | 1878 | Winona & St. Peter (C. & N. W.): | | | | | |
| Union Pacific: | | | | | | 1st Mortgage..... | 20,000pm | 7 | Jan. & July. | New York. | .... |
| 1st Mortgage, tax free..... | 27,237,000 | 6* | Jan. & July. | N. Y. & Boston | '95-'99 | 2d Mortgage..... | 12,000pm | 7 | May & Nov. | " | .... |
| 1st Mort. L. G. (12,000,000 acres) | 9,594,000 | 7 | April & Oct. | Boston. | 1889 | | | | | | |
| Income Mortgage..... | 10,000,000 | 10 | March & Sept. | " | 1874 | CANAL BONDS. | | | | | |
| 2d Mortgage (U. S. subsidy) | 27,236,512 | 6 | Jan. & July. | N. Y. & Boston | '95-'99 | Chesapeake and Delaware: | | | | | |
| Union Pacific—Central Branch: | | | | | | 1st Mortgage..... | 2,039,160 | 6 | Jan. & July. | Philadelphia. | 1886 |
| 1st Mortgage..... | 1,600,000 | 6* | May & Nov. | New York. | 1895 | Chesapeake and Ohio: | | | | | |
| 2d Mortgage (U. S. subsidy) | 1,600,000 | 6 | Jan. & July. | " | 1895 | Maryland State Loan | 2,000,000 | 6 | J. A. J. & O. | Baltimore. | 1870 |
| Union Pacific, E. D. (see K. Pac.): | | | | | | Sterling, Loan guaranteed | 4,375,000 | 6* | " | London. | 1890 |
| Union Pacific, S. Br. (M. K. & T.): | | | | | | Preferred Bonds..... | 1,699,500 | 6 | Jan. & July. | Baltimore. | 1885 |
| 1st M. R. R. 342m. & 1,900,000 acres | 4,145,000 | 6* | Jan. & July. | New York. | 1899 | Delaware Division (L. C. & W.): | | | | | |
| Union and Pittsville: | | | | | | 1st Mortgage, guaranteed..... | 800,000 | 6 | Jan. & July. | Philadelphia. | 1878 |
| 1st Mortgage..... | 500,000 | 7 | Jan. & July. | Philadelphia. | 1890 | Delaware and Hudson: | | | | | |
| Utica and Black River: | | | | | | Mortgage bonds tax free..... | 1,500,000 | 7 | May & Nov. | New York. | 1877 |
| 1st Mortgage, July 1868 | 150,000 | 7 | Jan. & July. | New York. | 1 | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "t."

| Years ending | Railroad | | | Rolling Stock | | | Property and Assets | | | Liabilities | | | Operations | | | Earnings | | | Value of Shares | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | Main Line. | | | Branch Line. | | | 2d Track and Sidings. | | | Railroad in progress. | | | Engines. | | | Cars. | | | | Freight. | | | Not | | | Dividends. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See strike (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

| Years ending. | Railroad. | | | Rolling Stock. | | | Property and Assets. | | | Abstract of General Balance Sheet. | | | Railroad Operated. | | | Operations. | | | Earnings. | | | Value of Shares. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | Main Line. | Branch Line. | 2d Track and Siding. | Railroad in progress. | | | Engines. | | | Cars. | | | Freight. | Pass. | E. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | M. | |

[illegible]

RAILROAD SHARE L

in ~~series~~ (*) occurring in the column headed

and

Abstract of General Balance Sheet.

[illegible]

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|---------------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|--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| Oct. 31, 1870 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,476 | 54.0 | 302,47 |
|---------------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|--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REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

| COMPANIES. | Amount outstanding. | Rate. | Paid. | Div'ds |
|--|---------------------|-------|-------|--------|
| RAILROAD STOCKS: | | | | |
| Atlantic & Gt. West'n (O. D.) pref. | \$1,919,000 | 7 | ... | ... |
| Atlantic & St. Lawrence* guar. | 2,494,000 | 4 | 4 | ... |
| Baltimore and Ohio, pref. | 3,000,000 | 6 | 150 | ... |
| Berkshire* guaranteed. | 600,000 | 7 | 7 | ... |
| Blossburg and Corning* guar. | 250,000 | 5 | 5 | ... |
| Boston, Concord and Montreal, pref. | 1,340,000 | 6 | 75 | ... |
| Buffalo, N. York and Erie* guar. | 950,000 | 7 | 74 | ... |
| Camden and Atlantic, pref. | 753,995 | 7 | 90 | ... |
| Catawissa* pref. and guar. | 2,200,000 | 7 | 90 | ... |
| Cayuga and Susquehanna* guar. | 589,110 | 9 | ... | ... |
| Cedar Rapids & Missouri, preferred and guaranteed. | 755,000 | 7 | 7 | ... |
| Central Ohio, preferred. | 400,000 | 7 | 31 | ... |
| Chemung* guar. | 390,000 | 8 | 6 | ... |
| Cheshire, preferred. | 2,017,815 | 7 | 3 | 85 |
| Chicago and Alton, pref. | 2,425,400 | 7 | 10 | 120 |
| Chicago, Iowa and Nebraska* guar. | 2,600,000 | 10 | ... | ... |
| Chicago and Northwestern, pref. | 20,370,283 | 7 | 7 | 89 |
| Cleveland and Mahoning* guar. | 2,056,000 | 7 | 7 | ... |
| Cleveland and Toledo*† guar. | 6,250,000 | 3 | 3 | ... |
| Cochecho, preferred. | 177,750 | 8 | ... | ... |
| Connecticut and Passumpsic Rivers, preferred. | 1,822,100 | 6 | 6 | 91 |
| Cumberland Valley, 1st pref. | 241,900 | 8 | 8 | 114 |
| " 2d pref. | 242,000 | 8 | 8 | ... |
| Delaware* guaranteed. | 594,351 | 6 | 6 | ... |
| Detroit & Milwaukee* preferred and guaranteed. | 1,500,000 | 6 | ... | ... |
| Dubuque and Sioux City* preferred and guaranteed. | 1,988,170 | 7 | 7 | 97 |
| Dubuque Southwestern, pref. | 330,308 | 7 | 7 | ... |
| Eastern (N. H.)* guaranteed. | 492,500 | 8 | 8 | ... |
| Elmira, Jefferson and Canandaigua* guaranteed. | 500,000 | 5 | 5 | ... |
| Elmira and Williamsport* guar. | 500,000 | 5 | 5 | ... |
| Elmira and Williamsport* preferred and guaranteed. | 500,000 | 7 | 7 | 88 |
| Erie, preferred. | 8,536,910 | 7 | 7 | 65 |
| Evansville and Crawfordsville, pref. | 100,000 | ... | ... | ... |
| Hannibal and St. Joseph, pref. | 5,078,224 | ... | ... | 64 |
| Harrisburg and Lancaster* guar. | 1,182,550 | 7 | 7 | ... |
| Housatonic, preferred. | 1,180,000 | 8 | 4 | 104 |
| Huntingdon & Broad Top Mountain, preferred. | 190,750 | 7 | 3 | 30 |
| Joliet and Chicago* guar. | 1,500,000 | 7 | 7 | ... |
| Joliet and Northern Indiana* guar. | 300,000 | 8 | 8 | ... |
| Lackawanna and Bloomsburg, pref. | 500,000 | 7 | ... | ... |
| Leds and Farmington* guar. | ... | ... | ... | ... |
| Little Schuylkill* guar. | 2,646,100 | 7 | 7 | ... |
| Louisville, Cincinnati and Lexington preferred. | 948,700 | 9 | 9 | 87 |
| Marietta and Cincinnati, 1st pref. | 6,586,135 | 6 | 22 | ... |
| " 2d pref. | 4,951,744 | 6 | 13 | ... |
| Manchester and Lawrence* guar. | 1,000,000 | 9 | ... | ... |
| Michigan Southern, guaranteed. | 586,800 | 10 | 10 | ... |
| Mill Creek and Mine Hill* guar. | 323,375 | 10 | 10 | ... |
| Milwaukee and St. Paul, preferred. | 9,744,268 | 7 | ... | 78 |
| Mine Hill and Schuylkill Haven* guaranteed. | 3,775,000 | 8 | 8 | ... |
| Mount Carbon & Ft. Carbon* guar. | 282,250 | 12 | 12 | ... |
| New Haven and Northampton* guar. | 1,344,000 | ... | ... | ... |
| New York and Harlem, pref. | 1,500,000 | 8 | 8 | 135 |
| Niagara Bridge and Canandaigua* guar. | 1,000,000 | 6 | 6 | ... |
| North Eastern (S. C.)* preferred. | 155,000 | 8 | 8 | ... |
| Ogleburg and L. Champlain, pref. | 1,037,000 | 8 | 8 | ... |
| Ohio and Mississippi, pref. | 3,500,000 | 7 | 7 | 108 |
| Paterson and Hudson* guar. | 630,000 | 8 | 8 | 74 |
| Paterson and Ramapo* guar. | 248,000 | ... | ... | ... |
| Peoria and Bureau Valley* guar. | 1,200,000 | ... | ... | ... |
| Philadelphia and Erie* guar. | 5,996,700 | ... | ... | ... |
| Philadelphia and Reading, pref. | 1,551,800 | 10 | 10 | ... |
| Philadelphia and Trenton*† guar. | 1,099,720 | 10 | 10 | ... |
| Pittsfield and North Adams* guar. | 450,000 | 6 | 6 | ... |
| Port & Kennebec (Yarmouth)* guar. | 202,000 | 6 | 6 | ... |
| Portland, Saco & Portsmouth* guar. | 1,500,000 | 6 | 6 | ... |
| Portsmouth and Concord* guar. | 350,000 | 7 | 7 | ... |
| Richmond, Fredericksb. & Potomac, guaranteed. | 142,900 | 7 | 7 | ... |
| Rocheater and Genesee Valley* guar. | 557,560 | 7 | 7 | ... |
| Rutland, preferred. | ... | 7 | 7 | ... |
| St. Louis, Alton and T. H., pref. | 2,040,000 | 7 | 7 | 54 |
| Sandusky and Cincinnati, pref. | 445,500 | 6 | 6 | 36 |
| Schuylkill Valley* guar. | 576,000 | 5 | 5 | ... |
| Shamokin Valley & Pottsville* guar. | 869,450 | 5 | 5 | ... |
| Tol. Peoria & Warsaw (W. D.) pref. | 1,300,000 | 7 | 7 | ... |
| " (E. D.) pref. | 1,700,000 | 7 | 7 | ... |
| Toledo, Wabash and Western, pref. | 1,000,000 | 7 | 7 | 84 |
| Troy and Greenbush* guar. | 274,000 | 8 | 8 | ... |
| Vermont and Canada* guar. | 2,500,000 | 8 | 8 | ... |
| Warren* guar. | 1,408,300 | 7 | 7 | ... |
| White Mountains* guar. | 200,000 | 5 | 5 | ... |
| Wrightlev. York & Gettysburg* pref. | 317,050 | ... | ... | ... |
| CANAL STOCKS: | | | | |
| Delaware Division* guar. | 1,633,350 | 8 | 8 | ... |
| Morris, preferred. | 1,175,000 | 10 | 10 | 122 |
| Schuylkill Navigation, pref. | 2,888,997 | 6 | 6 | 35 |
| Union, preferred. | ... | 6 | ... | 2 |
| MISCELLANEOUS STOCKS: | | | | |
| Cumberland Coal, pref. | ... | 6 | ... | ... |
| Mariposa Mining, pref. | \$774,400 | 7 | 7 | 14 |

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

| | | | | |
|---|---------|-------|-------|-----|
| Pig, Scotch, No. 1..... | per ton | 83 50 | @ 38 | ... |
| Pig, American, No. 1..... | ... | 84 | @ 35 | ... |
| Pig, American, No. 2..... | ... | 84 | @ 34 | ... |
| Pig, American, Forge..... | ... | 83 | @ 34 | ... |
| Bar, Refined, English and American..... | ... | 85 | @ 86 | ... |
| Bar, Swedes, assorted sizes..... | (gold) | 85 | @ 100 | ... |

| | | | | |
|--|-------------|---------|----------|------|
| Bar, Swedes, ordinary sizes..... | ... | 107 50 | @ 120 | ... |
| Bar, Refined..... | ... | 90 | @ | ... |
| Bar, Common..... | ... | 85 | @ | ... |
| Scroll..... | ... | 107 50 | @ 137 50 | ... |
| Ovals and Half-round..... | ... | 107 50 | @ 125 | ... |
| Band..... | ... | 107 50 | @ 102 50 | ... |
| Horse Shoe..... | ... | 105 | @ 115 | ... |
| Rods, 1½ to 16 inch..... | ... | 95 | @ 130 | ... |
| Hoop..... | ... | 112 50 | @ 160 | ... |
| Nail Rod..... | per lb. | 83 | @ | ... |
| Sheet, Russia, as to No. 2..... | (gold) | 15 | @ 16 | ... |
| Sheet, Single D. and T. Common..... | ... | 54 | @ 6 | ... |
| Rails, English..... | (gold)..... | per ton | 57 | @ 59 |
| Rails, American, at Works in Penna. c'y. | 70 | @ 71 | ... | ... |
| Anvils, (English)..... | per lb | 8 | @ | ... |

| | | | | |
|---|---------|----|------|-----|
| STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.) | | | | |
| English, Cast (2d and 1st quality)..... | per lb. | 15 | @ 18 | ... |
| English Spring (2d and 1st quality)..... | ... | 7 | @ 10 | ... |
| English Blister (2d and 1st quality)..... | ... | 10 | @ 17 | ... |
| English Machinery..... | ... | 11 | @ 13 | ... |
| English German (2d and 1st quality)..... | ... | 10 | @ 12 | ... |
| American Blister "Black Diamond"..... | ... | 10 | @ 12 | ... |
| American, Cast, Tool, do..... | ... | 15 | @ 16 | ... |
| American, Spring, do..... | ... | 9 | @ 11 | ... |
| American Machinery do..... | ... | 9 | @ 10 | ... |
| American German do..... | ... | 9 | @ 11 | ... |

| | | | | |
|--|-------------|----|--------|-----|
| NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.) | | | | |
| Cut, 10d. @ 60d..... | per 100 lb. | — | @ 4 65 | ... |
| Cut Spikes, all sizes..... | ... | 5 | @ 4 90 | ... |
| Clinch..... | ... | 5 | @ 6 65 | ... |
| Horse Shoe, Forged (No. 10 to 5)..... | per lb. | 19 | @ 33 | ... |
| Copper..... | ... | — | @ 40 | ... |

| | | | | |
|--|-------------|---------------|---------|--------|
| TIN—DUTY: Pig Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val. | | | | |
| Banca..... | (gold)..... | per lb. | 43 | @ — |
| Straits..... | (gold)..... | ... | 38 | @ — |
| English..... | (gold)..... | ... | 38 | @ — |
| Plates—Fair to good brands..... | (Gold)..... | ... | ... | ... |
| I. C. Charcoal..... | per box | 9 37½ @ 9 62½ | 10 25 | @ 11 — |
| I. C. Coke..... | 8 25 @ 9 — | 9 25 | @ 10 25 | ... |
| Coke Terne..... | 7 @ 8 — | 8 — | @ 9 25 | ... |
| Charcoal Terne..... | 8 25 @ 8 50 | 9 50 | @ 10 25 | ... |

| | | | | |
|--|-----------|-----|-------|-----|
| PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon. | | | | |
| Crude, 40 @ 48 gravity (in bulk)..... | per gall. | 13½ | @ — | ... |
| Crude, 40 @ 47 gravity (in shipping order)..... | ... | 17 | @ 17½ | ... |
| Refined, Standard White (in ship'g order)..... | ... | 23 | @ — | ... |
| Refined, prime White (in shipping order)..... | ... | 23 | @ — | ... |
| Refined, S. W. (in jobbing lots)..... | ... | 24 | @ 24 | ... |
| Refined, S. W. (in tin)..... | ... | 28 | @ 28½ | ... |
| Naptha, Refined, (65 @ 73 gravity)..... | ... | 31 | @ 12½ | ... |
| Residuum..... | per bbl. | 4 | @ — | ... |

| | | | | |
|--|-----|-----|------|--|
| GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb. | | | | |
| American Window. | | | | |
| (Single Thick.) | | | | |
| 1st. | 2d. | 3d. | 4th. | |
| A. | B. | C. | D. | |

| | | | | |
|---------------------------|--------|--------|--------|--------|
| 6 by 8 to 7 by 9..... | \$7 75 | \$7 00 | \$6 50 | \$6 00 |
| 8 by 10 to 10 by 15..... | 8 25 | 7 50 | 7 00 | 6 50 |
| 11 by 14 to 12 by 18..... | 9 75 | 9 00 | 8 00 | 7 00 |
| 14 by 16 to 16 by 24..... | 10 50 | 9 50 | 8 50 | 7 50 |
| 18 by 22 to 18 by 30..... | 12 25 | 11 25 | 10 00 | 8 00 |
| 20 by 30 to 24 by 30..... | 15 00 | 13 75 | 11 50 | 9 00 |
| 24 by 31 to 24 by 36..... | 16 50 | 15 00 | 12 50 | 10 00 |
| 25 by 36 to 30 by 44..... | 17 50 | 16 00 | 14 50 | 12 50 |
| 30 by 46 to 32 by 48..... | 20 00 | 18 00 | 15 50 | 13 50 |
| 32 by 50 to 32 by 56..... | 22 00 | 20 00 | 17 00 | 14 50 |
| Above..... | 25 00 | 25 00 | 20 00 | 16 00 |

| | | | | |
|---|---------------|-------------|-------|---------|
| (The above subject to a discount of 55¢ @ 60 per cent.) | | | | |
| French Window—1st, 2d, 3d and 4th qualities. | | | | |
| (Single Thick.) | | | | |
| 6 by 8 to 8 by 10..... | (4 qts.)..... | per 50 feet | 10 — | @ 7 75 |
| 8 by 11 to 10 by 15..... | (4 qts.)..... | ... | 10 50 | @ 8 — |
| 11 by 14 to 12 by 18..... | (4 qts.)..... | ... | 12 — | @ 9 25 |
| 14 by 16 to 16 by 24..... | (4 qts.)..... | ... | 12 50 | @ 9 75 |
| 18 by 22 to 18 by 30..... | (4 qts.)..... | ... | 15 — | @ 10 50 |
| 20 by 28 to 24 by 30..... | (4 qts.)..... | ... | 18 50 | @ 12 — |
| 24 by 31 to 24 by 36..... | (4 qts.)..... | ... | 19 50 | @ 12 50 |
| 26 by 34 to 26 by 40..... | (3 qts.)..... | ... | 21 50 | @ 16 — |
| 28 by 38 to 28 by 44..... | (3 qts.)..... | ... | 22 — | @ 16 50 |
| 28 by 46 to 30 by 48..... | (3 qts.)..... | ... | 23 — | @ 17 — |
| 30 by 50 to 32 by 52..... | (3 qts.)..... | ... | 24 50 | @ 18 — |
| 32 by 54 to 34 by 56..... | (3 qts.)..... | ... | 26 50 | @ 19 50 |
| 34 by 58 to 34 by 60..... | (3 qts.)..... | ... | 30 — | @ 22 — |
| 36 by 60 to 40 by 60..... | (3 qts.)..... | ... | 38 — | @ 28 — |

(Subject to a discount of 55¢ @ 60 per cent.) English sells at 40¢ @ 50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27

| Th. 21. F. 22. Sat. 23. M. 24. Tu. 25. W. 26. | | | | |
|---|------|------|------|------|
| Canton Co..... | | | 72 | |
| Central Pacific 6s..... | 102½ | 103½ | 103½ | 103½ |
| Central of N. Jersey..... | | 112 | 103½ | 103½ |
| Chicago & Alton..... | 117 | | | 117 |
| .. pref..... | | | | |
| .. 1 M..... | | | | |
| .. S. F..... | | | | |
| .. Inc. bds..... | | | | |
| Chicago, Burl. & Q..... | | | | |
| .. 8s, 1883..... | | | | |
| Chic. & Northwestern 6s..... | 63½ | | 66 | 66½ |
| .. pref..... | | | 89½ | |
| .. 1st M..... | | | | |
| .. S. F..... | | | | |
| .. Consol..... | 92½ | | | |
| Chic. Rock Isl. & Pac. 104½ | 104½ | | 107½ | 107 |
| Chi. R. I. & Pa. 7s, 1896..... | 103½ | 105½ | 103½ | |
| Clev., Col. C. and Ind. 88½ | 87½ | 88 | 88 | 88½ |
| Clev. and Pittsburgh..... | 127 | 128 | 128½ | 129 |
| .. 2 M..... | | | | |
| .. 3 M..... | | | | |
| .. 4 M..... | | | | |
| Clev. and Toledo..... | | | | |
| .. S. F. 7s..... | | 103½ | | |
| Col., Chi., & Ind. C..... | 19½ | | 19½ | |
| .. 1 M..... | 88½ | 89 | | 89½ |
| .. 2 M..... | | | 72 | |
| Del. & Hudson Canal..... | 123 | | | |
| Del. Lack. & Western 108½ | 109½ | | 109½ | 109 |
| .. 1 M. 7s..... | | | | |
| .. 2 M. 7s..... | | | | 96½ |
| Dubuque & Sioux City..... | 72 | | | |
| Erie Railway..... | 32½ | 32½ | 32½ | 32½ |
| .. pref..... | 64 | | | |
| .. 1 M. 7s, 1897..... | | | | |
| .. 2 M. 7s, 1879..... | 103½ | | 103½ | |
| .. 3 M. 7s, 1883..... | | | | |
| .. 4 M. 7s, 1880..... | | | | 89 |
| .. 5 M. 7s, 1888..... | | | | |
| Great Western 2d mort..... | | | | |
| Hannibal & St. Joseph..... | | | 55 | 53½ |
| .. pref..... | | | | 64½ |
| .. 8s, conv..... | | 93½ | 94 | |
| Hudson River..... | | | | |
| .. 2 M. S. F..... | | | | |
| .. 3 M. 7s, 1875..... | | | | 101 |
| Illinois Central..... | | | | |
| .. bonds..... | | | | |
| Lake Shore & Mich. S. 91½ | 91½ | | 92½ | 92½ |
| Lake Shore Div. bonds..... | | | 92 | |
| Marietta & Cin. 1st pref..... | | | | |
| .. 2d pref..... | | | | |
| Michigan Central..... | | | | |
| .. S. F. 8s, 1882..... | | | | |
| M. S. and N. I. 1 M. S. F. 101½ | | | | |
| .. 2 M..... | | | 98½ | |
| Mariposa Mining Co..... | 1½ | 1½ | | |
| .. pref..... | | | | |
| Milw. and St. Paul..... | 53½ | 53 | 55 | 53½ |
| .. pref..... | | | | 78½ |
| .. 1st mort..... | | 94½ | 94½ | 94½ |
| .. 2d mort..... | | | | 94½ |
| .. 8s..... | | | | |
| .. 7-10s con..... | | | | 96½ |
| Missouri 6s..... | | 98 | 98 | 98 |
| .. H. & St. J. iss..... | 93½ | | 93 | 93 |
| Morris and Essex..... | | | 93 | 92½ |
| .. 1st mort..... | | | | |
| .. 2d mort..... | | 99½ | | 99½ |
| New York Central..... | | | 103 | |
| .. 7s, S. F. 1876..... | | | | |
| .. 6s, S. F. 1883..... | | | | |
| .. 6s, S. F. 1887..... | | | | |
| N. Y. Cen. & Hud. Riv. 93 | | | 94½ | 95 |
| .. certificates..... | 88½ | | 89½ | 90½ |
| N. York and Harlem..... | 122 | 119½ | | 118 |
| .. pref..... | | | | |
| .. 1 M. 7s, 1873, 102 | 53 | | | 53½ |
| N. Carolina 6s old..... | 31 | 31½ | | |
| .. new..... | | | 21½ | |
| Ohio and Miss..... | 42½ | | 44½ | 45½ |
| .. pref..... | | | 74 | |
| .. 1st M..... | | | | |
| Pacific Mail S. S. Co..... | 53½ | 53½ | 53½ | 53½ |
| Panama..... | 67 | 68 | 69½ | 66 |
| Phila. and Reading..... | 110½ | 110½ | 111½ | 110½ |
| Pitts., Ft. W. & Chi. 91½ | 96½ | | | 96½ |
| .. 1 M..... | | | | |
| .. 2 M..... | | 103½ | | 106½ |
| .. 3 M..... | | | | |
| Quicksilver Mining Co..... | 28 | | 25½ | 25½ |
| St. L., Alton & T. H..... | | | | |
| .. pref..... | | | | |
| .. 1 M..... | 100 | | | |
| .. 2 M. pref..... | | | | 84½ |
| .. Income bds..... | | | | |
| Tennessee 6s, old..... | 61½ | 62 | | 63½ |
| .. new..... | 61½ | 62 | | 63½ |
| Tol., Wab. & Western..... | 65 | 67½ | 68 | 71½ |
| .. pref..... | | | | |
| .. 1 M..... | | 97 | | 97 |
| .. 2 M..... | | | | |
| .. Equipment..... | | | | |
| .. St. Lou. Div..... | 86½ | 87 | 87 | |
| Union Pacific..... | 28½ | | 28½ | 28 |
| .. 1st mort..... | 91 | 91½ | 94 | 93 |
| .. L. G. 7s..... | | 78½ | 79 | 80 |
| .. Inc. 10s..... | 81½ | 81½ | | 83 |
| Virginia 6s, old..... | | | | |
| .. new..... | | | | 55½ |
| .. consol..... | 54 | 55½ | 51½ | 55½ |
| .. def. cert..... | | | | 21½ |

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27

FEDERAL STOCKS:—

| | | | | | |
|--------------------------------|-----|-----|-----|-----|-----|
| U. S. 5s, 1874, reg. | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 1874, coup. | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 10-40s, coup. | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 10-40s, reg. | 108 | 108 | 108 | 108 | 108 |
| U. S. 5s, 1881, reg. | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 1881, coup. | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 1881, reg. | 113 | 113 | 113 | 113 | 113 |
| U. S. 5s, 1881, coup. | 117 | 117 | 117 | 117 | 117 |
| U. S. 5s, '81, O.W.L. | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 5-20s, reg. '62. | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 5-20s, c. 1862. | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 5-20s, reg. '64. | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 5-20s, c. 1864. | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 5-20s, reg. '65.109 | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 5-20s, c. 1865. | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 5-20s, r. n. '65.109 | 109 | 109 | 109 | 109 | 109 |
| U. S. 5s, 5-20s, c. n. '65.114 | 114 | 114 | 114 | 114 | 114 |
| U. S. 5s, 5-20s, reg. '67. | 115 | 115 | 115 | 115 | 115 |
| U. S. 5s, 5-20s, c. 1867. | 115 | 115 | 115 | 115 | 115 |
| U. S. 5s, 5-20s, reg. '68. | 115 | 115 | 115 | 115 | 115 |
| U. S. 5s, 5-20s, c. '68. | 115 | 115 | 115 | 115 | 115 |
| U. S. 5s, Pac. R.R. issue 113 | 114 | 114 | 114 | 114 | 114 |

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 26.

W. 20. Th. 21. F. 22. Sat. 23. M. 25. Tu. 26

| | | | | | |
|------------------------------|------------------|-----|-----|-----|-----|
| Catawissa | preferred | 134 | 135 | 129 | 129 |
| Camden and Amboy | 6s, 1875 | 90 | 90 | 90 | 90 |
| | 6s, 1883 | 90 | 90 | 90 | 90 |
| | 6s, 1889 | 90 | 90 | 90 | 90 |
| | mort. 6s, '89 94 | 94 | 94 | 94 | 94 |
| Elmira & Williamsport | pref. | 122 | 122 | 122 | 122 |
| | 7s. | 122 | 122 | 122 | 122 |
| Lehigh Navigation | 6s, 1884 | 39 | 39 | 39 | 39 |
| | Gold L. | 90 | 90 | 90 | 90 |
| | R. R. L. | 90 | 90 | 90 | 90 |
| | Conv. L. | 90 | 90 | 90 | 90 |
| Lehigh Valley R.R. | 6s new coup. | 60 | 60 | 60 | 60 |
| | 6s new reg. | 93 | 93 | 93 | 93 |
| Little Schuylkill R.R. | 7s. | 47 | 47 | 47 | 47 |
| Minehill | 7s. | 122 | 122 | 122 | 122 |
| Morris Canal | pref. | 122 | 122 | 122 | 122 |
| | 7s. | 122 | 122 | 122 | 122 |
| North Pennsylvania | 6s, 1889 | 101 | 101 | 101 | 101 |
| | 10s, 1887 | 95 | 95 | 95 | 95 |
| Northern Central | 7s. | 48 | 48 | 48 | 48 |
| Oil Creek & Alleg. Riv. | 7s. | 48 | 48 | 48 | 48 |
| Pennsylvania R.R. | 1st M. | 57 | 57 | 57 | 57 |
| | 2d M. | 98 | 98 | 98 | 98 |
| | Gen. mort. | 95 | 95 | 95 | 95 |
| | reg. | 96 | 96 | 96 | 96 |
| Penn. State, 6s, 1st series. | 6s, 2d series. | 106 | 106 | 106 | 106 |
| | 6s, 3d series. | 106 | 106 | 106 | 106 |
| Philadelphia City, 6s. | new | 99 | 99 | 99 | 99 |
| Philad. Germ. & Nor. | 6s. | 55 | 55 | 55 | 55 |
| Phila. & Reading | 6s. | 55 | 55 | 55 | 55 |
| Philadelphia and Erie | 6s. | 89 | 89 | 89 | 89 |
| Schuylkill Navigation | pref. | 78 | 78 | 78 | 78 |
| | 6s, 1882 | 78 | 78 | 78 | 78 |
| | 6s, 1876 | 78 | 78 | 78 | 78 |
| | 6s, 1872 | 78 | 78 | 78 | 78 |
| Hestonville, (Horse) | 21 | 21 | 21 | 21 | 21 |
| Chestnut & Wal. | 21 | 21 | 21 | 21 | 21 |
| Green & Coates | 21 | 21 | 21 | 21 | 21 |
| 2d and 3d streets | 21 | 21 | 21 | 21 | 21 |
| Spruce and Pine | 33 | 33 | 33 | 33 | 33 |
| 15th and 16th sts. | 33 | 33 | 33 | 33 | 33 |

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 26.

W. 20. Th. 21. F. 22. Sat. 23. M. 25. Tu. 26

| | | | | | |
|--------------------------|--------------|-----|-----|-----|-----|
| Baltimore City 6s, 1875. | 98 | 98 | 98 | 98 | 98 |
| .. 1880 | 97 | 97 | 97 | 97 | 97 |
| .. 1884 | 97 | 97 | 97 | 97 | 97 |
| .. 1900 | 95 | 95 | 95 | 95 | 95 |
| Balt and Ohio | bonds, 1875. | 141 | 141 | 141 | 141 |
| .. 1880 | 94 | 94 | 94 | 94 | 94 |
| .. 1885 | 94 | 94 | 94 | 94 | 94 |
| Marietta & Cin. 1st M. | 85 | 85 | 85 | 85 | 85 |
| .. 2d M. | 85 | 85 | 85 | 85 | 85 |
| .. 3d M. | 79 | 79 | 79 | 79 | 79 |
| Northern Central | bonds, 1885. | 95 | 95 | 95 | 95 |
| .. 1900. | 95 | 95 | 95 | 95 | 95 |
| Pittab. & Connellav. 7s. | 93 | 93 | 93 | 93 | 93 |
| N. W. Va. 1st mort. | 93 | 93 | 93 | 93 | 93 |
| .. 2d mort. | 93 | 93 | 93 | 93 | 93 |
| .. 3d mort. | 93 | 93 | 93 | 93 | 93 |
| Virginia 6s, Consol. | 58 | 58 | 58 | 58 | 58 |
| Defer. Certif. | 23 | 23 | 23 | 23 | 23 |
| City Passenger R.R. | 23 | 23 | 23 | 23 | 23 |

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 27.

Th. 21. F. 22. Sat. 23. M. 25. Tu. 26. W. 27

| | | | | | |
|-------------------------|-----|-----|-----|-----|-----|
| Boston and Albany | 150 | 149 | 148 | 148 | 148 |
| Boston and Lowell | 149 | 149 | 149 | 149 | 149 |
| Boston and Maine | 147 | 147 | 147 | 147 | 147 |
| Boston and Providence | 147 | 147 | 147 | 147 | 147 |
| Boston, Hartford & Erie | 27 | 28 | 28 | 29 | 29 |
| .. 7s, new | 27 | 28 | 28 | 29 | 29 |
| Cheshire, pref. | 106 | 106 | 106 | 106 | 106 |
| Concord | 106 | 106 | 106 | 106 | 106 |
| Connecticut River | 106 | 106 | 106 | 106 | 106 |
| Eastern | 106 | 106 | 106 | 106 | 106 |
| Fitchburg | 133 | 133 | 133 | 133 | 133 |
| Manchester & Law're | 114 | 114 | 114 | 114 | 114 |
| Michigan Central | 114 | 114 | 114 | 114 | 114 |
| Northern, N. H. | 114 | 114 | 114 | 114 | 114 |
| Ogdens. & Lake Champ | 90 | 90 | 90 | 90 | 90 |
| .. pref. | 104 | 104 | 104 | 104 | 104 |
| Old Colony & Newport | 55 | 55 | 55 | 55 | 55 |
| Ph. Wil. & Baltimore | 129 | 129 | 129 | 129 | 129 |
| Port'd, Saco & Ports. | 27 | 27 | 27 | 27 | 27 |
| Union Pacific | 68 | 68 | 68 | 68 | 68 |
| .. Land Grant 7s. | 78 | 78 | 78 | 78 | 78 |
| .. Income 10s. | 80 | 80 | 80 | 80 | 80 |
| Vermont & Canada | 98 | 98 | 98 | 98 | 98 |
| Vermont & Mass. | 84 | 84 | 84 | 84 | 84 |
| South Boston (Horse) | 76 | 76 | 76 | 76 | 76 |
| Cambridge | 76 | 76 | 76 | 76 | 76 |
| Metropolitan | 76 | 76 | 76 | 76 | 76 |
| Middlesex | 76 | 76 | 76 | 76 | 76 |
| Central Mining Co. | 11 | 11 | 11 | 11 | 11 |
| Copper Falls | 11 | 11 | 11 | 11 | 11 |
| Franklin | 11 | 11 | 11 | 11 | 11 |
| National | 11 | 11 | 11 | 11 | 11 |
| Pewabic | 11 | 11 | 11 | 11 | 11 |
| Quincy | 11 | 11 | 11 | 11 | 11 |

London Stock Exchange.

Closing Prices.

Dec. 8. Dec. 1.

| | | | | |
|--|-----|-----|-----|-----|
| Atl. & Gt. West. N. Y. sec. 7 per ct | 85 | 90 | 87 | 92 |
| 1st mort., 1880. | 78 | 82 | 80 | 85 |
| Do. do., 2d mort., 1881. | 78 | 82 | 80 | 85 |
| Do. Penn., 1st mort., 1877. | 85 | 90 | 87 | 92 |
| Do. do., 2d mort., 1882. | 85 | 90 | 87 | 92 |
| Do. Consol. 7 per cent. mort. 1880. | 34 | 35 | 34 | 35 |
| Detroit and Milwaukee 1st mort. 7s. | 74 | 79 | 73 | 78 |
| Do. 2d mort. 8 p. c. | 75 | 80 | 75 | 80 |
| Erie shares 100 dol. all paid. | 25 | 26 | 25 | 26 |
| Do. stor. 6 p. c. convertible bonds | 75 | 77 | 75 | 77 |
| Illinois Central, 6 per cent., 1875. | 100 | 102 | 100 | 102 |
| Do. Redemption mort. bonds 6 p. c. 100 | 100 | 110 | 109 | 110 |
| Do. 100 dol. shares, all paid. | 84 | 86 | 84 | 86 |
| Marietta and Cincinnati 7s. | 90 | 100 | 90 | 100 |
| Michigan Central 8s, conv. 1869 | 99 | 101 | 99 | 101 |
| Panama 2d mort. 7s, 1872. | 73 | 80 | 75 | 80 |
| Panama General mort. 7s, 1867. | 97 | 99 | 97 | 99 |
| Penn. R. R. bonds, 2d mort. 6 per ct. | 97 | 98 | 97 | 98 |
| Do. General mort. 6 p. c. 1910. | 48 | 49 | 48 | 49 |
| Do. \$50 shares. | 94 | 96 | 93 | 95 |
| Philadelphia and Erie 1st mort. 1881. | 94 | 96 | 93 | 95 |
| Do. with option to be paid in Phila. | 94 | 96 | 93 | 95 |

American Railroad Journal.

Saturday, December 30, 1871.

Stock Exchange and Money Market.

Money has been unusually active and stringent all through the week. The speculative inquiry has been more urgent, and with lighter offerings in the open market rates have ruled decidedly against the borrowing interest, having been on call toward the close quoted up to from 7 per cent. in gold, to as high as $\frac{1}{4}$ of one per cent. for carrying stocks over from one day to another. Some few of the large Government houses have had their wants provided for, on call, at the legal rate in currency, but this has been an exceptional feature of the week's business. For mercantile credits, there has been comparatively little currency, at the nominal ruling discount figures, which have been from 8@12 per cent per annum. The various corporations, having January dividends to provide for, have been collecting their funds; and this movement, with the settlements which always attend the closing of the year, caused a good deal of shifting of loans and tended to stimulate the activity in the market. The city banks, in their last weekly exhibit, showed a marked decrease in all their averages, due largely to the fact that several banks, which

are not members of the Clearing House Association were not reported in the latest statement, while they were included in the previous week's summary; and it has been announced that they will not be embraced in future returns.

The city banks, in their latest return, show a reduction of \$3,314,600 of legal tender notes, \$2,986,300 of specie, and \$18,544,600 of deposits; also a decrease of \$11,796,700 in their loan and discount averages, and \$458,200 in their item of circulation. The city bank exchanges, last week, averaged \$106,261,542; and thus far, this week, 93 $\frac{1}{2}$ millions daily. The banks now hold \$7,001,925 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$22,764,700, against \$18,389,756 same time last year. The city bank deposits are now \$199,346,700 against \$188,748,754 week ending Dec. 24th, 1870. The legal tender reserve amounts to \$41,217,800 against \$46,789,688 same time last year. The circulation now stands at \$28,575,600 against \$32,183,983, same time last year. The loans are now \$271,883,000, against \$264,811,129 at this date last year.

The U. S. Sub-Treasury increased its currency balance \$1,628,516 and its coin reserve \$402,062, as the result of the week's business. The receipts of the office were \$3,561,382 in coin, and \$4,106,962 in currency; payments, \$3,159,320 in coin, and \$2,478,446 in currency. The office received \$1,625,000 in coin or its equivalent, from customs; and disbursed \$2,478,446 of coin interest.

The U. S. Sub-Treasurer retired, last week, \$1,356,789 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for \$369,652,500; and as security for deposits of public money, United States bonds for \$15,249,000. The aggregate of the outstanding circulation of the National Banks of the country is \$327,578,826. National gold bank circulation issued to date, \$520,000.

Government revenues have been yielding moderately, since our last. The excises yielded last week about 2 $\frac{1}{4}$ millions, and thus far since July 1, about 65 millions. The customs at the port of New York, last week were \$1,571,786; and at the outports, equal to about \$525,000 more, all in coin, or coin certificates.

Gold has been quoted lower under increasing offerings, and a less confident demand, particularly from speculative sources. The severe pressure in the Money Market has been against active dealings at the Gold, as well as at the Stock Exchange. The customs call has been on a restricted scale, and the export drain, unimportant. The range of the price during the week has been from 108 $\frac{3}{8}$ @108 $\frac{7}{8}$ and the closing quotation on Wednesday was 108 $\frac{1}{2}$ against 108 $\frac{7}{8}$ the preceding Wednesday. The specie outflow, last week, was \$297,882; The Gold Exchange Bank clearances have averaged about 46 millions a day during the week.

The specie exports on Wednesday were \$277,374.

The customs demand for Gold last week, averaged \$325,000 a day; thus far, this week, it has averaged \$325,000 a day or equal to a

weekly aggregate of \$2,150,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$470, and since Jan. 1, 1871, \$8,582,679 against \$11,550,710 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$152,080,901 against \$138,089,755 same time in 1870.

Government disbursed through the U. S. Sub-Treasurer here, on account of the coin interest on the public debt from Jan. 1, to Dec. 23, 1871, \$82,084,694, against \$85,946,919 same time in 1870.

The export drain of specie was \$297,882 last week, against \$420,127, same week preceding year. The shipments since January 1, 1871, have been \$63,762,719, against \$58,246,983 same time in 1870.

The Assistant Treasurer at this port has paid out about 22 millions of gold on account of Five-Twenties redeemed altogether.

Foreign Exchange has been held with a fair show of firmness on quite moderate offerings of prime bills, but has been without activity. Bankers' sixty day bills on London closed on Wednesday at 109 $\frac{1}{8}$ @109 $\frac{1}{4}$; sight bills on London, 109 $\frac{3}{4}$ @109 $\frac{3}{4}$.

The produce exports from this port, week ending with Dec. 27, were to the currency value of \$4,048,894.

Government securities have been offered with unusual reserve, notwithstanding the severity of the Money pressure, and prices have been generally quoted strong and buoyant, with a fair inquiry for the long date bonds.

On Tuesday, the U. S. Assistant Treasurer gave public notice that in conformity with instructions of the Secretary of the Treasury, "called" bonds of the loan of 1862 will hereafter be accepted in any purchases of bonds that may be made at the Government office, subject to the same regulations as govern the purchases of other Five-twenty bonds.

On Wednesday, Government bought in \$240,550 of Five-Twenties at 108 30@108 49. The amount of bonds offered was \$273,650 at from 108 30@108 75.

Government commenced the prepayment of the January interest on the Public Debt, on Wednesday, Dec. 27.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117 $\frac{1}{2}$ @117 $\frac{5}{8}$; U. S. Five-Twenties of 1862, (other than the bonds called in) 109 $\frac{1}{2}$ @109 $\frac{3}{4}$; U. S. Five-Twenties of 1864 at 109 $\frac{1}{2}$ @109 $\frac{3}{4}$; U. S. Five-Twenties of 1865, 111 @111 $\frac{1}{4}$; U. S. Five-Twenties of 1865 consolidated, 114@114 $\frac{1}{4}$; U. S. Five-Twenties of 1867, 115 $\frac{3}{8}$ @115 $\frac{5}{8}$; U. S. Five-Twenties of 1868, 115 $\frac{1}{2}$ @115 $\frac{3}{4}$; U. S. Ten-forties at 109 $\frac{1}{4}$ @109 $\frac{1}{2}$; U. S. Fives of 1881 (Funding Loan) 109@109 $\frac{1}{4}$. Six per cent. currency bonds, 114 $\frac{3}{8}$ @114 $\frac{3}{4}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

| | Dec. 13. | Dec. 20. | Dec. 27. |
|-------------------------|------------------|-------------------|------------------|
| Consols | 92 $\frac{1}{4}$ | 92 $\frac{1}{2}$ | 92 $\frac{1}{2}$ |
| U. S. 5-20's of 1862 .. | 92 $\frac{3}{8}$ | 92 $\frac{1}{4}$ | 92 |
| U. S. 5-20's, 1865 | 93 $\frac{1}{2}$ | 93 $\frac{1}{2}$ | 93 $\frac{3}{8}$ |
| " 1867 | 96 $\frac{1}{2}$ | *93 $\frac{3}{4}$ | 93 $\frac{3}{8}$ |
| " 10-40s | 91 $\frac{1}{2}$ | 91 $\frac{7}{8}$ | 91 $\frac{3}{4}$ |
| Erie | 27 $\frac{1}{2}$ | 27 $\frac{1}{2}$ | 27 $\frac{3}{4}$ |

* Less the January coupon.

The new Funding Five per cent. Loan was

quoted in London on Wednesday at 91 $\frac{1}{4}$ @91 $\frac{3}{8}$. State bonds have been quiet, and irregular in price.

Railway bonds have been attracting more than the usual share of attention from investment buyers; and the more substantial of the older loans have been very firm in price on light offerings. Central Pacific Sixes have been in better request, closing at 103 $\frac{1}{8}$ @103 $\frac{1}{4}$. For the Chesapeake and Ohio Sixes there has been an improved investment inquiry, and the bonds have been marketing at a rate which promises the early closing out of the small remainder of the Loan (less than two millions). The price is now quoted at 94 per cent. and accrued interest.

Railway and miscellaneous share property has been moderately active, and despite the unusual Money stringency, prices though irregular, closed stronger.

General business has been comparatively tame, and values have generally favored purchasers. Middling upland cotton closed on Wednesday at 20@20 $\frac{3}{8}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,306,398 bales, against 1,561,924 bales same time in the preceding year; exports 626,000 bales, against 832,555 bales in the previous year; stock at the ports at latest dates, 429,178 bales, against 489,024 bales same date 1870.

At the Live Stock Markets, Beeves have been in limited demand and at from 7 $\frac{1}{2}$ @13 cts.; Veals at 4@10 $\frac{1}{2}$ cts.; Sheep at 4@8 cts.; Lambs at 5@9 cts.; Swine, at 4 cts. per lb., all live weight. The week's receipts were 5,425 Beeves, 670 Veal Calves, 18,868 Sheep and Lambs; and 49,753 Swine. The aggregate receipts in 1871 were 374,995 Beeves, 4,377 Cows, 121,171 Calves, 1,316,408 Sheeps and Lambs, and 41,310,280 Swine.

Foreign goods continue in moderate request at about previous rates. The week's imports of foreign goods reached \$5,232,039, including \$1,470,789 of dry goods.

Ocean freights have been less active with rates quoted easier and irregular.

At the auction sale of Scranton Coal on Wednesday 120,000 tons were disposed of at a further reduction, the range having been from \$3 42 $\frac{1}{2}$ @ \$5, as against \$3 35@ \$5 25 in November.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 24 $\frac{1}{4}$; do., Apl. and Oct., 22; North Carolina 6s, special tax, 12 $\frac{1}{2}$; do. Fund Act, 1866, 24; do., 1868, 20; Louisiana 6s, Levee bonds, 62 $\frac{1}{2}$; Mil. and St. Paul 1st mort. Iowa div., 90; St. Louis and Iron Mt. 1st mort., 96; Cedar Falls and Minnesota 1st mort., 85; Long Dock bonds, 90; Toledo, Peoria and Warsaw 1st mort. E. D., 94; Toledo, Wabash and Western consol., 87; Ohio and Mississippi 2d mort., 81 $\frac{1}{2}$; New York and New Haven R. R. 6s, 97; Central of New Jersey new, bonds, 104; Albany and Susq. R. R., 91; Long Island R. R., 61; Lake Shore and Michigan scrip., 84 $\frac{1}{2}$; Quicksilver pref., 80 $\frac{1}{2}$; Western Union Tel., 60 $\frac{3}{8}$; do. 7s, 92 $\frac{3}{4}$; Consol. Coal of Md., 28 $\frac{1}{2}$; Am. Coal, 25; Am. Mer. Union Exp., 59 $\frac{7}{8}$; U. S. Exp., 65; Adams Exp., 91 $\frac{1}{2}$; Wells-Fargo Exp., 56 $\frac{1}{2}$.

Philadelphia.—Morris Canal 1st mort., 92; do,

2d mort., 90 $\frac{1}{2}$; West Jersey 7s, 102; Steubenville and Indiana 1st mort., 75 $\frac{1}{8}$; Huntingdon and Broad Top Mt. R. R., 11; do. 1st mort., 101 $\frac{1}{4}$; Penn. and New York 7s, 93 $\frac{3}{4}$; Wilmington and Reading 7s, 96; Susquehanna Canal 6s, 70 $\frac{1}{4}$; Allegheny Valley R. R. 7-10s, 94; Catawissa R. R. 7s, 95; Allegheny County 5s, 78 $\frac{1}{2}$; St. Nicholas Coal, 2. The latest quotations are: City 6s, —@ 94 $\frac{7}{8}$; do. free of tax, 99@99 $\frac{1}{4}$; Pennsylvania State 6s, W. L. 102@102 $\frac{3}{4}$; do. 1st series, 103@ 103 $\frac{1}{2}$; do. 2d series 106 $\frac{1}{4}$ @106 $\frac{1}{2}$; do. 3d series, 109 $\frac{1}{4}$ @109 $\frac{1}{2}$; Reading, 55 $\frac{7}{8}$ @55 $\frac{7}{8}$; do. 7s, 1893, —@101; do. mort. 6s, 1880, 92 $\frac{1}{2}$ @—; Camden and Amboy, 128 $\frac{3}{4}$ @129; do. mort. 6s, 1889, 93 $\frac{1}{2}$ @94; do. 1883, 90@90 $\frac{1}{2}$; do. 1889, 88@89; Pennsylvania R. R., 57 $\frac{5}{8}$ @57 $\frac{3}{4}$; do. 1st mort., 102 @102; do. 2d mort., 98 $\frac{1}{2}$ @99; do. General mort. coupon, 94 $\frac{1}{2}$ @95; do. reg., 96 $\frac{1}{4}$ @—; Little Schuylkill R. R., 47@47 $\frac{1}{2}$; Morris Canal, 49@50; do. pref., 122 $\frac{1}{2}$ @124; do. 6s, 92@92; Susquehanna Canal, 6 $\frac{1}{2}$ @11; do. 6s, 70@70 $\frac{1}{4}$; Schuylkill Nav., 81 $\frac{1}{8}$ @8 $\frac{1}{2}$; do. pref., 16@17; do. 6s, 1882, 78 $\frac{1}{4}$ @78 $\frac{1}{2}$; Elmira and Williamsport pref., 42@45; do. 7s, 1873, 92@—; do. 6s, 58@—; Lehigh Coal and Navigation, 38 $\frac{1}{2}$ @38 $\frac{3}{8}$; do. 6s, 1884, 86@ 88; do. R. R. Loan, 94@95; do. Gold Loan, 90@90 $\frac{1}{2}$; North Pennsylvania 49@50; do. 6s, 101@101 $\frac{1}{2}$; do. 7s, 95 $\frac{1}{4}$ @95 $\frac{1}{2}$; do. Chattle 10s, 110@112; Philadelphia and Erie, 24 $\frac{3}{4}$ @25; do. 6s, 89@90; Minehill, 54 $\frac{1}{2}$ @55; Catawissa, 16@17; do. pref., 44 $\frac{1}{2}$ @45; Lehigh Valley, 60 $\frac{1}{4}$ @60 $\frac{1}{2}$; do. 6s, new coupon, 94 $\frac{1}{2}$ @95; do. reg., 94 $\frac{1}{2}$ @ 95 $\frac{1}{2}$; do. 7s, 101 $\frac{1}{4}$ @101 $\frac{1}{2}$; Fifth and Sixth streets, (horse,) 44@48 $\frac{1}{2}$; Second and Third, 65 @65; Thirteenth and Fifteenth, 21 $\frac{3}{4}$ @23 $\frac{1}{4}$; Spruce and Pine, 33@33; Green and Coates, 47@ —; Chestnut and Walnut, 54@—; Hestonville, 20@21; Union, 60@—; Germantown, 35@36.

Boston.—Vermont Central 1st mort., 83; Connecticut and Passumpsic Rivers R. R., 91 $\frac{1}{2}$; do. 7s, 1876, 99 $\frac{1}{2}$; Maryland and Delaware R. R. 1st mort. 6s, 1885, 50; Old Colony and Newport 7s, 1877, 102 $\frac{1}{2}$; do. 6s, 1875, 96 $\frac{3}{8}$; Chicago, Dubuque and Minnesota 8s, 1901, 89 $\frac{1}{2}$; Cedar Rapids and Missouri 7s, 1916, 89 $\frac{7}{8}$; Western R. R. 6s, 1875, 98 $\frac{1}{4}$; Boston and Albany 7s, new, 105 $\frac{3}{4}$; Cincinnati, Sandusky and Cleveland R. R., 20; 7s, 1890, 82; Indianapolis, Cincinnati and Lafayette R. R., 2 $\frac{1}{2}$; Summit Branch R. R., 43; Burlington and Missouri River R. R. in Nebraska, 42; do. 8s, 95; Rutland R. R., 25 $\frac{3}{8}$; do. 7s, 1880, 84; Portsmouth, Great Falls and Conway R. R., 94 $\frac{1}{2}$; Eastern (N. H.) R. R., 101; Norwich and Worcester R. R., 116 $\frac{1}{4}$; Cary Imp. Co., 13 $\frac{1}{2}$; Boston Water Power Co., 42 $\frac{1}{2}$; Maine 6s, 1889, 100 $\frac{1}{4}$; New Hampshire 6s, 1874, 100; Massachusetts 5s, 1883, gold, 98 $\frac{3}{4}$; Boston 5s, 1877, gold, 97; do. 6s, 1874, 100 $\frac{1}{2}$; Cambridge 6s, 1886, 99; Salem 6s, 1877, 98 $\frac{3}{4}$; Portland 6s, 1886, 97 $\frac{1}{2}$; Hartford 6s, 1881, 97 $\frac{1}{2}$; do. 1876, 97; Chicago 7s, 1881, 95; St. Louis County 7s, 1888, 96 $\frac{1}{2}$; Lowell 6s, 1890, 99; Minneapolis 8s, 1900, 94 $\frac{3}{8}$; Bath 6s, 1891, 93 $\frac{1}{2}$; Charlestown 6s, 1891, 99 $\frac{1}{2}$; Bangor 6s, 1885, 91 $\frac{3}{4}$; Allouez Mining Co., 4 $\frac{3}{8}$; Canada, 20c.; Hancock, 3 $\frac{1}{4}$; Petherick 1 $\frac{1}{2}$.

Baltimore.—Western Maryland 1st mort. undorsed, 81; do. 3d mort. guar., 92; Orange and Alexandria 2d mort., 6s, 82 $\frac{1}{4}$; do. 4th mort., 8s, 82 $\frac{1}{2}$; Orange, Alexandria and Manassas 7s, 85; Richmond and Danville bonds, 77 $\frac{3}{8}$; Virginia 6s, old reg., 46; Maryland Defense Loan, 102;

Memphis City 6s, 58½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93½@94; Baltimore and Ohio, 141¼@141½; do., 6s, 1875, 96@—; do., 1880, 96@96½; do., 1885, 94@94½; Northern Central, 38¼@38½; do. 6s, 1885, 93¼@93½; do., 1900, 85@86½; do., 6s, 1900, gold, 98¼@98½; N. W. Va 1st mort., 99@—; do., 2d mort., 99@100; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 95½@96; do., 2d mort., 85¼@85½; do., 3d mort., 79¼@80; Central Ohio, 28@30; do., 1st mort., 85½@86; Western Md. 1st mort. 6s, 1890, 81@—; guar. by Baltimore City, 92¼@97; do., 3d mort., guar., 91@92; do., 2d mort. pref., 67@—; do., 6s, guar. by Washington Co., 84@85½; Richmond and Danville bonds, 77½@78; Orange and Alexandria 1st mort. 6s, 85@93¼; do., 2d mort. 6s, 82¼@83; do., 3d mort. 8s, 89@91; do., 4th mort. 8s, 82¼@82½; Orange, Alex. and Manassas 7s, 84@85; Virginia and Tennessee 8s, 89@90; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78½@82; Baltimore 6s, 1875, 98@99; do., 1884, 96@97; do. 1886, 96@98; do., 1890, 97@98; do., 1893, 97½@98; do., 1900, 98¼@99¼; Memphis City 6s, 58@58½; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 101@102; City Passenger R. R., 24@25; George's Creek Coal, 80½@86¾.

Railroads in California.

There are now in operation in California 902½ miles of railroad, as follows: Main Central Pacific road (to State line) 293, California and Oregon branch of same (Roseville Junction to Red Bluff) 115, San Joaquin Valley branch of same (Lathrop to Bear Creek) 58, Southern Pacific (to Hollister) 100, Watsonville branch of same 20, California Pacific (Vallejo to Marysville) 95, Napa Valley branch of same to Calister 33, North Pacific (Donahue to Healdsburg) 42, Sacramento Valley road 48, California and Northern (Marysville to Oroville) 26, San Pedro and Los Angeles 21, Stockton and Copperopolis road to Milton 48, San Rafael and San Quentin 3½ miles.

At the recent annual meeting of the Norwich and New York Transportation Co., at Norwich, Conn., a committee was appointed to procure estimates for the building of a large passenger boat, to take the place of the City of New London, recently burned. The officers elected were:—President A. F. Smith, Norwich; general manager, Julius Webb, Norwich; Secretary and treasurer, H. R. Parker, Norwich.

The Commissioners of the Intercolonial Railway have assured the Halifax Chamber of Commerce, that about 85 per cent. of the heaviest work on the line is in a state of great forwardness; that the rest would be rapidly pushed forward, and that the people of Halifax would have the pleasure of passing over the road early next summer.

The total delivery from the mines of the Port Henry Iron Ore Company, and Witherbe, Sherman & Co's mines this season has been about 200,000 tons, which is nearly 50,000 increase on any previous year's delivery.

The Clarke (Va.) *Courier* learns from a reliable source that the work of constructing the Shenandoah Valley railroad would be resumed about the first of January.

Erie Railway.

According to the report of this road for the year ending September 30, 1871, the total amount of capital stock paid in is \$86,536,910; funded debt, \$26,398,800, (an increase of \$3,000,000). The following table shows the cost of the road and equipment:

| | By last report. | By present report. |
|--|-----------------|--------------------|
| For gradation and masonry..... | \$2,427,315 08 | \$2,480,545 57 |
| For bridges..... | 12,666 52 | 12,666 52 |
| Superstructure, including iron... | 3,406,046 54 | 3,981,773 58 |
| Passenger & freight stations, buildings & fixtures. | 1,342,790 25 | 1,600,328 90 |
| Engine and car-houses, machine shops, machinery and fixtures | 1,837,618 83 | 1,858,095 20 |
| Land, land damages and fences | 572,104 03 | 534,779 03 |
| Locomotives and fixtures, and snow-ploughs. | 3,518,095 98 | 4,087,606 91 |
| Passenger & baggage cars..... | 914,023 40 | 989,456 15 |
| Freight and other cars..... | 4,008,468 64 | 4,783,374 43 |
| Pavonia and 23d street ferries .. | 532,548 16 | 549,385 15 |
| New York & Erie Railroad..... | 55,443,905 59 | 86,026,350 78 |

Total cost of road and equipment, \$73,965,587 02 \$106,904,362 22

The following statistics are furnished: Passengers carried, 3,509,208; freight, 4,844,208 tons; average speed (with stops), 20 miles per hour; (in motion), 26 miles; express, 30 and 40 miles; coal carried, 2,199,418 tons; expended for repairs, building, etc., \$3,432,948; repairs of machinery, cars, etc., \$2,354,644; office expenses, agents, conductors, damage to property, etc., \$411,502.

The earnings were \$17,168,005—\$3,247,667 of which was from passengers and \$13,232,235 from freight. The net earnings amounted to \$118,264. 182 persons were killed on the road and 181 injured.

The Wilmington and Western Railroad, connecting Wilmington, Del., with Oxford, Chester county, Pa., is progressing, and it is thought the grading will be completed by spring as far as Ladenburg.

The Jacksonport (Ark.) *Statesman* says that the engineers of the Memphis and Kansas City Railroad have made the preliminary survey from Batesville to Jacksonport, and located the bridge just below Paroquette Bluff.

The Directors of the Miramar (Pa.) Railroad Company at a recent meeting resolved to change the name of the corporation to that of the Harrisburg and Potomac Railroad Company.

The trains on the Sunbury and Lewistown Railroad are now making connection with the trains on the Northern Central Road.

The survey of the Berks County (Pa.) Railroad will be completed in about two months, and the work will then be put under contract.

The Pennsylvania and Delaware Railroad, from Pomeroy to Delaware Bay, has now most of the grading and masonry completed.

REDEMPTION OF FIVE-TWENTIES OF 1862.

SECOND SERIES.

Further calls of the second and subsequent series of the Five-Twenties of 1862 will doubtless follow during the coming year.

The recent relative market values of called and uncalled Bonds show that HOLDERS CAN REALIZE A BETTER PRICE FOR THEIR BONDS BEFORE THEY ARE CALLED IN THAN AFTERWARD.

Holders of ALL FIVE-TWENTIES OF 1862, and especially of the SECOND SERIES, will therefore do well to consider the subject of reinvestment in a more permanent form without delay.

The amount of really first-class and absolutely safe six per cent. Gold Bonds, which can now be had at anything less than par, is very limited. Prominent among them are the SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, which we offer and recommend, believing them to be as absolutely safe as the Bonds of the Government. Less than \$2,000,000 now remain unsold, and they will be rapidly taken up. Present price, 94, and accrued interest. Interest and principal payable in gold in New York City. Interest May 1 and November 1. Denominations, \$1,000, \$500, and \$100—coupon or registered.

We buy and sell, as usual, GOVERNMENT AND CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS. Accounts of Banks, Bankers, and others received, on which we allow interest at the rate of four per cent. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

FISK & HATCH.

HARVEY FISK.

A. S. HATCH.

Union Pacific Railroad.

The following is a statement of the Land Department of the Union Pacific Railroad, November 1, 1871:

| | |
|--|-----------------|
| Total land grant bonds issued..... | \$10,400,000 00 |
| Less cancelled by land department..... | \$908,000 |
| Less bought by trustees..... | 201,000 |
| | 1,109,000 00 |

| | |
|---|----------------|
| Bonds outstanding Nov. 1, 1871 .. | \$9,291,000 00 |
| Land notes on hand (interest not included) applicable to redemption of bonds..... | 944,587 74 |

| | |
|--|----------------|
| Leaving bonds to be provided for out of lands..... | \$8,346,412 26 |
|--|----------------|

| | |
|--|----------------|
| Total sales of lands to Oct. 31, 1871, 480,141 29 acres for..... | \$2,030,831 88 |
| Average per acre..... | \$4 28 |
| Lands unsold, 11,579,858 71 acres. | |

The Southern Ohio Railroad Company has been incorporated with a capital of \$3,000,000. This road runs from Huntington on the Ohio River, up Symmes Creek, through Lawrence, Gallia, Jackson, Highland, Pike, Clinton, Warren and Green counties, to Dayton, Ohio, and will be a valuable feeder to the Chesapeake and Ohio trunk line eastward.

The Camden and Amboy Railroad and Delaware and Paritan Canal Companies the New Jersey Railroad and Transportation Company, and the Philadelphia and Trenton Railroad Company have each declared a dividend of seven per cent., payable January 2, 1872.

available the immense amounts of small coal now allowed to remain useless at the coal mines. It appears to work far better than the balls or bricks of coal dust and clay and lime that came into vogue in this city many years ago, when anthracite was brought to market without preparation by the coal breaker, which had not then been invented, the balls or bricks thus made not having the protection from wet secured by Mr. Loiseau by his resinous coating.

We consider the method of preparing artificial fuel from waste anthracite and bituminous coals, as presented by Mr. E. F. Loiseau, as ingenious and well adapted to the purpose, and worthy the attention of those interested in the production of a cheap fuel, adapted to a great variety of uses.

Respectfully submitted,

CHARLES M. CRESSON,
WILLIAM H. WAHL,
JOHN WISE, } Sub-Committee.
Philadelphia, Dec. 19, 1871.

Detroit River Tunnel.

A large coffer dam, about 40 feet square, was constructed. Immense piles were driven down, in double rows, upon which were securely bolted six-inch planks also in double rows, thus making an immense box, or sheathing, of wood, a foot thick. Hard blue clay was then filled in, and a solid pier constructed. Through this newly-made land the shaft is to be sunk.

The shaft itself is a massive one of iron, weighing eight tons. Its diameter is 15 feet, its thickness nearly two feet. The water was found to be about 50 feet deep, and the shaft is to be sunk a distance of over 50 feet before the drainage tunnel will be commenced. It has been placed in position, and upon it the brick work has been built to a height of 10 feet. Owing to the frost and necessity of rendering everything perfectly solid and impervious the bricks are laid in asphalt. A temporary structure has been erected over the whole ground, and within fires are kept up continually that the frost may not penetrate the earth. Some twenty men are constantly employed. The base of the shaft is larger than the top, so as to allow of the passage of the same through the ground. By this there is less friction to overcome, and the earth around the shaft is much more easily loosened and broken.

The great weight of the iron base and the additional weight of the brick work will gradually sink it to the required depth. At what rate of progress this can be done it is impossible to say at present, as the shaft has yet hardly made more than an impression. The sinking is, of course, a comparatively easy matter. The real difficulties commence when the bottom is reached. The first movement, then, is to excavate the drainage tunnel. This will be 25 feet lower than the main tunnels at their respective entrances, and will lie between them. From both the Detroit and Windsor sides this tunnel will approach a gradual elevation to the centre, at which point it will be but slightly below the main tunnels. It will have a diameter of five feet, and be connected with the others by iron pipes.—*Detroit Post*.

Riviere du Loup Railway.

The route of this proposed line is on the eastern side of the River St. John, commencing at St. Mary's, opposite Fredericton, passing through the valley of the Keswick, at a short distance from Woodstock, thence to Grand Falls, with its termination at Little Falls, about 160 miles from Fredericton, and 228 from St. John, N. B. The Province of Quebec will have some seventy miles to construct from the boundary line to Riviere du Loup, and then there will be a continuous line to St. John, the commercial capital of New Brunswick, from the upper Provinces. The gauge is to be 3 ft 6 in. The company are allowed by the Amendment Act until May, 1873, to make their surveys of the line, and until May, 1874, to commence construction. The time in which the whole railway is to be completed, under the Act is limited to May, 1879. By the terms of the Act of Assembly, passed in April, 1870, to aid the con-

struction of this line, the Government is to give a bonus of 10,000 acres per mile to the company, the first 25,000 acres of which are to be granted when \$100,000 shall have been expended in actual work on the railway. The lands to be granted are located in the Counties of York, Carleton and Victoria, and, besides being in themselves of great agricultural and manufacturing value, they will have their worth very much enhanced by the road in aid of which they are to be granted. The city councils of York and Carleton have already granted aid to the amount of \$100,000 each, the former taking stock to that amount and the latter giving their grant as a bonus, and the Sessions of Victoria has guaranteed \$50,000. The city of Fredericton, and the New Brunswick and Nova Scotia Land Company take \$25,000 each in stock. It is quite probable that aid will be asked from the city of St. John, and when the matter, as it now stands, is fully presented to the public, there is little doubt that the proposition will be favorably entertained.—*St. John Telegraph*.

Commerce of New York.

The foreign imports at New York for the month of November, 1870 and 1871, are officially stated as follows:

| | 1870. | 1871. |
|-------------------------|--------------|--------------|
| Entered for consumption | \$14,004,294 | \$13,123,708 |
| Do. for warehousing | 9,886,963 | 9,371,091 |
| Free goods | 1,491,905 | 1,609,142 |
| Specie and bullion | 2,784,075 | 33,779 |

| | | |
|-------------------------|--------------|--------------|
| Total entered at port | \$28,117,237 | \$24,137,720 |
| Withdrawn fr. wareh'ise | 6,325,530 | 9,005,491 |

The foreign imports at New York for the eleven months from January 1, were:

| | 1870. | 1871. |
|-------------------------|---------------|---------------|
| Entered for consumption | \$158,014,497 | \$195,643,997 |
| Do. for warehousing | 110,186,682 | 131,039,797 |
| Free goods | 12,666,091 | 26,493,931 |
| Specie and bullion | 11,533,106 | 6,226,407 |

| | | |
|-------------------------|---------------|---------------|
| Total entered at port | \$292,400,376 | \$359,404,132 |
| Withdrawn fr. wareh'ise | 106,063,953 | 118,492,610 |

The revenue from customs at New York for eleven months from January 1, has been as follows:

| | 1870. | 1871. |
|------------|-----------------|-----------------|
| Six months | \$67,581,811 10 | \$73,692,107 93 |
| In July | 10,592,841 37 | 11,934,957 33 |
| August | 15,078,512 90 | 16,932,839 65 |
| September | 14,182,516 12 | 15,733,891 86 |
| October | 11,161,364 60 | 12,066,671 28 |
| November | 9,017,823 32 | 9,365,044 55 |

| | | |
|---------------|------------------|------------------|
| Eleven months | \$127,614,869 41 | \$139,725,512 60 |
|---------------|------------------|------------------|

The exports from New York to foreign ports in the month of November, were:

| | 1870. | 1871. |
|--------------------|--------------|--------------|
| Domestic produce | \$24,125,836 | \$18,603,795 |
| Foreign free goods | 1,963 | 64,464 |
| Do. dutiable | 785,553 | 564,328 |
| Specie and bullion | 4,896,257 | 2,124,539 |

| | | |
|-------------------------|--------------|--------------|
| Total exports | \$29,809,609 | \$21,357,126 |
| Do. exclusive of specie | 24,913,352 | 19,232,587 |

The exports from New York to foreign ports for eleven months from January 1, were:

| | 1870. | 1871. |
|--------------------|---------------|---------------|
| Domestic produce | \$166,566,411 | \$206,774,248 |
| Foreign free goods | 336,763 | 1,076,418 |
| Do. dutiable | 9,202,233 | 7,043,587 |
| Specie and bullion | 56,240,596 | 61,831,354 |

| | | |
|-------------------------|---------------|---------------|
| Total exports | \$232,346,003 | \$276,725,607 |
| Do. exclusive of specie | 176,105,407 | 214,894,253 |

The Midland (Canada) Railway Company ask for tenders for the remainder of their line from Beaverton to Orillia and Midland or Hog Bay on the Georgian Bay. The office of the company is at Port Hope, Ca.

New York Central and Hudson River R.R.

By a despatch from New York we learn that the completion of the Grand Central depot and the facilities it affords, has enabled Vice-President Wm. H. Vanderbilt to perfect the organization implied by the consolidation of the Hudson River and New York Central Railroads. Mr. Vanderbilt now becomes the head of the consolidated companies, and hereafter the directing influence will be fixed in New York city. Mr. Edwin D. Worcester, Treasurer of the late Central Railroad, resigns that position and accepts the office of Secretary of the consolidated companies, vice Augustus Schell resigned. By this arrangement, Charles C. Clarke, for many years Treasurer of the Hudson River Railroad, becomes Treasurer of the consolidated companies. Mr. Drullrad continues the General Freight Agent and will remain in this city, as will also Mr. Utter, Comptroller of real estate, rents and taxes. Auxiliary to the New York management, ex-Senator Henry R. Pierson has been invested with the duty of Managing Director at this city. For the present Mr. Tillinghast is charged with the responsible duties of General Superintendent of the division west of this city, while Mr. Toucey has entire charge of the Grand Central depot at New York, its connections and line east of this city, and incidentally of the two bridges spanning the Hudson river here. C. H. Fisher is designated as Chief Engineer. The promotion of Mr. Worcester will be exceedingly gratifying to the numerous Albany friends of that gentleman, while the continuance of Mr. Pierson in his responsible position is a deserved compliment to a worthy and capable officer. Mr. Tillinghast's retention as Superintendent of the Central division is to be expected, as a matter of course. The General Office of the Company will still remain in this city, with which the interests of the road have been so long identified. It has always been fortunate in the selection of its officers, but never more so than now.—*Albany Journal*.

Canada Southern Railroad.

The work of constructing the Canada Southern Railway has been pushed forward during the past season with a remarkable degree of energy. Between Fort Erie and Amherstburg, on the Detroit river, 200 miles of this road will be completed by the 1st of January next. The bridges for the main line are nearly completed, and those for the St. Clair division will be shortly ready for erection. The entire grading and bridging will be completed and the road ready for the track by early spring. The main line is to be laid with the best English steel rails, of sixty pounds weight to the yard, and are to be laid with fish joints and chairs. As soon as navigation opens next spring the steel rails will be delivered, and it is expected that the road will be completed and open for business during 1872.

The Directors of the Northern Extension of the Rochester, Nunda and Pennsylvania Railroad Company, organized in Rochester, will complete a chain of narrow-gauge railroad to extend from that city up the west side of the Genesee Valley, through Scottsville, Caledonia, York, Moscow and Cuyler to Mount Morris, and thence up the Cashequa Creek to Nunda, and thence through Angelica, Belvidere and other towns to Portville, near the Pennsylvania line, where it connects with a road of the same gauge extending sixty miles into the coal regions.

Hon. Sobieski Ross, of Condersport, Perry county, Pa., has after three months' negotiations with the Pennsylvania Railroad Company, secured the transfer of the charter of the Jersey Shore, Pine Creek and Buffalo Railway to parties who have agreed to build the road. Mr. Ross gives assurance that the work will be pushed to a speedy completion.

Oil Creek and Allegheny River Railroad.

A meeting of the stockholders of this company was held in Philadelphia on the 19th inst., for the purpose of considering and acting on articles of consolidation and merger of the Union and Titusville Railroad Company with the Oil Creek and Allegheny River Railway Company. The stockholders adopted the merger by a unanimous vote.

The Oil Creek and Allegheny River Railway runs from Union along the Allegheny river to Oil City, from there to Petroleum Centre and up Oil Creek to Titusville, and thence to Corry.

The Union and Titusville Road runs from Titusville to Union, a distance of twenty-five miles, and there connects with the Atlantic and Great Western and Philadelphia and Erie Railroads, the road having three rails, thereby accommodating the wide and narrow gauges.

The acquisition of the Union and Titusville Railroad, it is said, will enable the Company to do business fifty per cent. cheaper than over the branch to Corry. The Pittsburgh connections with Buffalo occupy the Corry branch. The Union connection affords direct communication with Erie and the Lakes. The maximum grade is some forty feet to the mile less than the one running to Corry.

The capital stock of the Union and Titusville Railroad is \$700,000, bonded for \$500,000. The dividends are to be the same as the Oil Creek Company, viz: ten per cent.

This gives the Oil Creek Company nearly two hundred miles of single track. The passenger traffic on their road is \$1,000 a day.

Baltimore and Drum Point Railroad.

The Calvert Journal says that the engineers are pushing the survey of this road through the Second and Eighth Election Districts of Anne Arundel county. In passing through the thickly wooded parts of the country they experienced some difficulty, but they have now reached a more open country and are advancing rapidly towards the Calvert line. They pronounce the country through which they have passed advantageous for grading and the construction of a cheap road. On the completion of this road connections will be formed by ferry steamers with several of the Eastern Shore railroads, thus making Anne Arundel county the great thoroughfare of travel for all the lower Eastern Shore counties to Baltimore.

Union Pacific Railroad Terminus.

The Executive Committee of the Union Pacific Railroad Company have, in consideration of the delivery of certain Douglass County bonds and depot grounds at Omaha, on the 1st day of January, by that city, resolved to make that place the actual terminus of the Union Pacific Railroad, to make up all trains bound West at that point, to build and retain all the depots, general offices and land department of the Company at that point, and to transfer cars of connecting roads without delay or discrimination. This action settles a long existing controversy between Council Bluffs and Omaha as to which would be the terminating point of the road.

The officers of the Haliburton (Canada) Railway recently elected, are: J. D. Arnour, Cobourg, President; Jas. Hall, Peterboro, Vice-President; Chas. Perry, Secretary; John Fowler, Managing Director; J. H. Dumble, Chief Engineer; W. J. Fowler, Treasurer; E. Burnham, Solicitor.

Mr. J. B. Cunningham, of Nashua, N. H., has been engaged to make a survey of the new railroad route from that city through Hudson, Pelham and Salem to Plaistow, where it will connect with the Boston and Maine road. Distance 18 miles.

The last rail between Willimantic and Putnam, on the Boston, Hartford and Erie Railroad, was laid on the 19th inst.

Russian Railways.

The opening of a new line from Smolensk to Brest is expected to produce a complete revolution in the relations between Central Russia and Western Europe, as the distance over which goods will have to be conveyed will be reduced by one-sixth. The distance between Bromberg and Moscow via Eydtukhmen and St. Petersburg is 1,852 verstes, while by Warsaw and Smolensk it is only 1,503 verstes. The abbreviation of distance between Vienna and Moscow is more considerable still; by St. Petersburg it is 2,807 verstes, and by Warsaw 1,888 verstes only. A commission left St. Petersburg in November charged by the Minister of Means of Communications with the duty of inspecting two new lines just completed for traffic, with a view to the working of trains being commenced upon them. These two new lines are the Warsaw and Rostow and the Nikitskoy, a branch from the Dnieper Collieries to the Azow line. The Breslau and Warsaw has obtained authority from the Russian Government to extend its line from the Russian frontier via Seradz, as far as Ludza: it is authorized at the same time to establish a branch from Seradz to Kalisch. The Russian Government has granted a concession of a new line from St. Petersburg to the embouchure of the Neva, where it is proposed to construct a great port with docks and warehouses. A great bridge has been constructed over the Dnieper to carry the Kremenchug and Kioouk over that river: this fine work is no less than 3,200 feet in length.—*Herapath.*

About a year ago the Philadelphia, Wilmington and Baltimore Railroad Company began the alteration of the bed of their roads between Chester and Philadelphia, so as to avoid the damage and interruption of travel by the freshets of the Delaware. This is known as the Darby improvement. It is expected to be ready for the cars by July next. The estimated cost of the improvement is \$1,500,000.

It is officially announced that the Commissioners of the Sinking Fund of the Commonwealth of Pennsylvania have paid off of the State debt, for the year between December 1, 1870, and December 1, 1871, \$2,181,590 81, of which \$394,043 63 were of 5 per cent. loan, \$1,719,150 of 6 per cent. loan, \$35 of old "relief notes," and \$18,361 54 of over-due loans.

The contract has been signed for the construction of the first section of the southern extension of the Wellington, Grey and Bruce Railway. The first sod was formally turned on the 16th inst., at Listowell.

The bonded debt of the City of Chicago is stated by Mayor Medill at \$14,103,300, and the floating debt at \$687,000. The city's loss by the fire he estimates at \$2,509,000.

The directors of the New York and Long Branch Railroad are pushing the work earnestly, and have already commenced building the bridge over the Raritan River, near Perth Amboy.

Between five and six miles of the Princeton extension of the Sheboygan and Fond du Lac Railroad have been supplied with iron. Track laying is progressing quite rapidly.

The engineers are at work locating and grading the extension of the Lehigh Valley Road from Easton to Perth Amboy.

Trains are now running on the New Jersey West Line Railroad between Baskingridge and Summit.

The government commissioners appointed to examine so much of the Missouri, Kansas and Texas Railroad as is completed in Indian Territory, have made a favorable report. They say that the bridge across the Kansas river is nearly completed; that the ties are now delivered, and the iron rails soon to be laid to Canadian river.

The track of the Manitowoc, Appleton and New London (Wis.) Railway is laid to the distance of twenty-five miles from Manitowoc.

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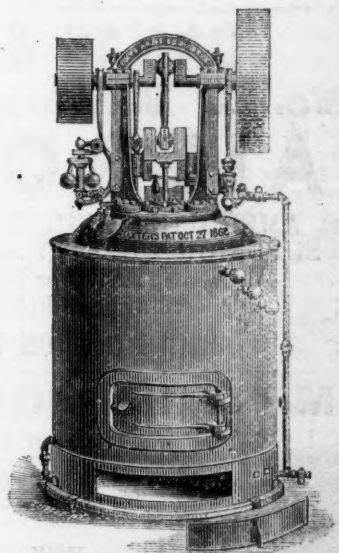
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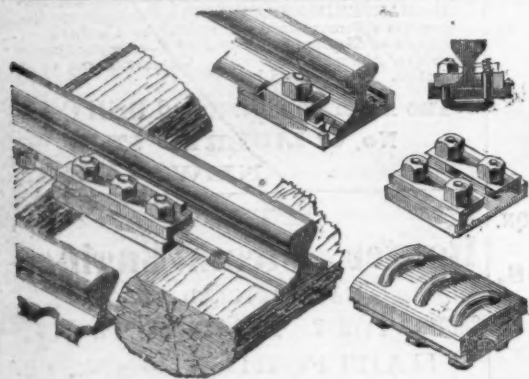
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Fig. No. 1, Car Loaded & at Rest.

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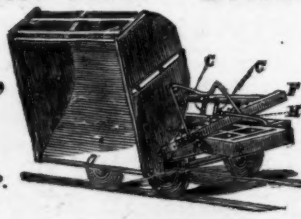


Fig. No. 2, Car Dumped.

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